THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
H. M.'s Legation, Shanghai, 22nd June, 1860.
E. St. JOHN NEALE,
Secretary of Legation.

Vol. XV., N°. 751. SHANGHAI, SATURDAY, DECEMBER 17, 1864. Price, Taels 15 ₱ Annum.

INTIMATIONS.

Consulate General of the United States.
Shanghai, July 9th, 1864.

To D. Leroy, *Absconding Debtor.*

WHEREAS, A. E. Rosenthal, Esq., member of the firm of Messrs. Blum, Brothers & Co, of Shanghai, personally appeared before me, Geo. F. Seward, *United States Consul General*, and made Oath that the firm now or lately doing business in Shanghai, under the name of Dunn & Co., whereof you are a member, is indebted to said firm of Blum, Brothers & Co. in the sum of dollars 2638.50.

Therefore you are hereby notified, that your property in the hands of Messrs. Angel & Co. of Shanghai, is attached for the payment of said debt, with interest and costs, and that unless you appear before me within six months from this date, to answer in a suit commenced against said firm of Dunn & Co. by Messrs. Blum, Brothers & Co. to recover said sum, Judgment will be given against you, for said sum, interest and costs.

GEO. F. SEWARD,
U. S. Consul General, Actg. Judicially.
30jy-65 483

THE SHANGHAI GAS COMPANY.

Capital, Sh: Tls 150,000.
In 1500 Shares of Sh: Tls. 100, each.

NOTICE is hereby given that the few remaining un-allotted Shares can still be obtained on application to the undersigned.

By order of the Directors,
COWIE & Co.,
Secretaries, S.G.C.
tf 497 Shanghai, 1st Sept., 1864.

NOTICES OF FIRMS.

NOTICE.

MR. WINKEL SMITH has this day been authorized to sign our firm by procuration.

Wm. PUSTAU & Co.
7ja 543 Shanghai, December 1st, 1864

NOTICE.

MR. E. Schütze ceases from this day to sign our firm.

DRUCKER & Co.
31de 544 Shanghai, Dec. 1st. 1864.

NOTICE.—The interest of Mr. James Joseph Mackenzie and of the late Mr. Henry Hubbard in our Firm, ceased on the 30th June last.

DENT & Co.
5fe 531 Shanghai, 1st Nov., 1864.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.

J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864.

NOTICE.—Mr. H. A. Knoop is from this day authorised to sign our Firm by procuration.

KNOOP & Co.
8oc-65 517 Shanghai, Oct. 8th, 1864.

NOTICE.

WE have this day established ourselves at this place, as *Public Silk Inspectors and General Commission Merchants*, under the style and firm of Maertens, Latham & Co.

AUG. H. MAERTENS.
THOS. STANLEY LATHAM.
8jy-65 470 Shanghai, 1st July, 1864.

NOTICE.

THE Undersigned has this day established himself as a *General Broker, Auctioneer and Commission Merchant* at this port.

JOHN THORNE,
公和 *Kung-ho,*
tf 435 Shanghai, 12th March, 1864.

NOTICE.

THE Undersigned (in the absence of Mr. Albert Robinson, M. Inst., C. E.) having been appointed Agents for Messrs. Randolph, Elder & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.
tf 434 Shanghai, 18th May, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their busines, as *Merchants and Commission Agents* at this port, under the management of Mr. J. Heuss.

Office, Nankin Road, opposite the godowns of Messrs. Aug. Heard & Co.

BAHLMANN & Co.,
of Amsterdam.
tf 533 Shanghai, 1st Nov., 1864.

NOTICES OF FIRMS.

NOTICE.

I HAVE this day admitted Mr. R. H. Baldwin as Partner in my business, which will in future be carried on under the style of J. H. Wignall & Co.

J. H. WIGNALL & Co.
tf 418 Shanghai, 16th April, 1864.

NOTICE.

ON the first of May 1864, Mr. John Broadhurst Tootal was admitted a partner in the business of the undersigned in China.

NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.
tf 467 Shanghai, 6th June, 1864.

NOTICE.

MR. Claude Augustus Rees, is authorized to sign my name per procuration from this date.

F. R. GAMWELL.
17de-507 Shanghai, Sept. 10th, 1864.

NOTICE.

I have *This-day* established myself at this Port as Merchant and General Commission Agent, under the firm of Pickenpack & Co.

V. PICKENPACK.
18fe 540 Ningpo, 17th Nov., 1864.

NOTICE.

I have this day admitted Mr. J. W. Wood a Partner in my Business, which will in future be carried on under the Style and Firm of Cerruti, Wood & Co.

G. E. CERRUTI.
tf 362 Ningpo, 10th February, 1864.

NOTICE.—Mr. John Morris has this day been admitted as partner in our firm.

ACKSON & Co.
tf 332 Ningpo, 1st Nov., 1864.

NOTICE.

THE Undersigned begs to notify that he has commenced business as *Public Tea Inspector and General Commission Agent.*

W. B. KINNEAR.
tf 452 Foochow, 10th June, 1864.

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*

E. HENRY HOW.
tf 412 Foochow, April 1st, 1864.

NOTICE.

I have this day established myself at this Port as *Merchant & General Commission Agent*, under the firm of Lincker & Co.

A. G. LINCKER.
21ja-65 474 Swatow, 1st July, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. William Adamson.

THE BORNEO COMPANY "LIMITED"
tf 218 Hongkong, 1st August, 1863.

NOTICE.

THE partnership hitherto carried on by the Undersigned Edward Townend and by Richard Bell Davies at Hankow, as *Commission Agents*, under the style of Davies Townend & Co., has been dissolved by consent.

EDWARD TOWNEND.
4fe-65 530 Hankow, Sept. 1st, 1864.

NOTICE.

WE have this day established a branch of our firm at Kiukiang under the management of Mr. W. F. B. Sams who is authorised to sign our firm.

INNES & Co.
tf 457 Hankow, 1st July, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. Thorburn will sign our Firm per procuration at that place.

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of Detmering & Co.

W. DETMERING.
tf 260 Chefoo, September 1863.

NOTICE.—The Business hitherto carried on in Yokohama, Japan, by Mr. James S. Downie, will in future be conducted under the name of Fletcher & Co.

Mr. James S. Downie is authorised to sign our Firm per procuration.

FLETCHER & Co.
22ap 525 China, 18th October, 1864.

NOTICE.—We have this day established ourselves at this place as *Merchants and Commission Agents* under the style and firm of Dieckmann, Brothers & Co.

H. WILH. DIECKMANN Jr.
RICH'D. DIECKMANN.
Nekolajefsk on Amur, July 1st, 1864.
24ma 511

NOTICES OF FIRMS.

NOTICE.

THE Undersigned has established himself at this Port as *Merchant, Commission Agent, Ship Broker, &c.*

ALEX. P. PORTER,
Late Agent for Messrs. Dent & Co.
4my-65 534 Hakodadi, 1st Nov., 1864.

NOTICE.

MR. MARON is from this day authorized to sign our Firm *per procuration* in China and Japan.

FAJARD SCHAUWECKER & Co.
tf 438 July 9th, 1864.

JOHN POOK,
Commission Agent.
4, Lime Street Square,
LONDON.
tf *E. C.*

INSURANCES.

CITY OF GLASGOW.

Life Assurance Company.

ESTABLISHED IN 1838.

Subscribers Capital £600,000

Accumulated Funds at 20th January, 1864,
(£460,000.)

Annual Revenue at that date £103,000.

THE Undersigned having been appointed Agents for the above Company in Japan and China, are prepared to accept risks, on terms, particulars of which can be obtained on application to

JARVIE THORBURN & Co.
5no-65 529 Shanghai, 1st Nov., 1864.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that Mr. John Stewart Mackintosh has been appointed Secretary to the Company, and is authorized to sign policies and to transact the general business of the Company.

Mr. Wm. Lemann will cease from this date to act as Secretary.

It is particularly requested that all communications be addressed to the Company's Office next to the Commercial Bank, with the Chinese Stamp "Pau-ka" and not to Messrs. Gilman & Co.'s "Taiping." Firms or persons not having the "Pau-ka" Stamp will be supply on application to the Secretary.

By Order of the Directors,
W. LEMANN,
Secretary pro tem.
tf 422 Shanghai, 25th April, 1864.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-kee.
tf 370 Newchwang, January 1864.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.
25jy-65 185 Hankow, 9th July, 1863.

LIVERPOOL & LONDON & GLOBE FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port, Hankow, Kiukiang and Tientsin, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.
31de 325 Shanghai, 5th Oct., 1864.

BOMBAY ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.
tf 170 Shanghai, 29th June, 1863.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31de 324 Shanghai, 1st January, 1864.

INSURANCES.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:
Sir Moses Montefiore, Bart., F.R.S.
Board of Direction:
James Alexander, Esq., (Alexander, Fletcher & Co.)
C. J. Barnett, Esp., (Barnett, Hoare, Barnett & Co.)
G. H. Barnett, Esq., Glympton Park, Woodstock.
Benjamin Cohen, Esq., New Court.
James Fletcher, Esq., (Alexander, Fletcher & Co.)
William Gladstone, Esq., (Thomson, Bonar & Co.)
G. J. Goschen, Esq., M.P., for the City of London, (Fruhling & Goschen.)
Samuel Gurney, Esq., M.P. for Penryn and Falmouth.
James Helme, Esq., Director of the Provincial Bank of Ireland.
Sampson Lucas, Esq., (Lucas, Micholls & Co.)
Elliot Macnaghten, Esq., Director of the Provincial Bank of Ireland.
Thomas Masterman, Esq., Collingwood House, Brighton.
J. M. Montefiore, Esq., Director of the Provincial Bank of Ireland.
Sir Anthony de Rothschild, M.P., for the City of London.
Thomas C. Smith, Esq., 23, Oxford Square, Hyde Park.

Assurances on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.
tf 437 Shanghai, 20th May, 1864.

GUARDIAN
FIRE & LIFE ASSURANCE COMPANY
11, Lombard St. London.
Established 1821.

CAPITAL TWO MILLIONS STERLING.

Directors.
Sir Minto Farquhar, Bart., M.P., *Chairman.*
Charles Wm. Curtis, Esq., *Depy. Chairman.*
Henry Hulsey Berens, Esq.
Henry Bonham Carter, Esq.
Charles F. Devas, Esq.
Francis Hart Dyke, Esq.
Sir Walter R. Farquhar, Bart.
James Goodson, Esq.
Thomas Hankey, Esq., M.P.
John G. Hubbard, Esq., M.P.
F. H. Jansen, Esq.
G. J. Shaw Lefevre, Esq., M.P.
John Martin, Esq.
Rowland Mitchell, Esq.
James Morris, Esq.
Henry Norman, Esq.
Henry R. Reynolds, Esq.
Abraham John Robarts, Esq.
William Steven, Esq.
Henry Vigne, Esq.
Secretary.
Thomas Tallemach, Esq.
Actuary.
Samuel Brown, Esq.
Superintendent of Fire Department.
Isaac Delvalle, Esq.

The undersigned have been appointed Agents to the above named Company in China and are prepared to grant Policies here or at any of the Treaty Ports against Fire on the usual terms.

ALFRED WILKINSON & Co.
25ju-65 455 Shanghai, 25th June, 1864.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

MANCHESTER FIRE ASSURANCE COMPANY.
Established 1824.
Capital—ONE MILLION STERLING.
Board of Directors in Manchester.
Edmund Buckley, Esq., Chairman.
David Harrison, Esq., Deputy-Coairman.

John Barratt, Esq.	John Heugh, Esq.
Edmund Buckley, jun., Esq.	Bernhard Liebert, Esq.
John Chapman, Esq., M.P.	Alfred Milne, Esq.
T. Barham Foster, Esq.	Joseph Peel, Esq.

Geo. Withington, Esq.
Board of Directors in London.
Thomas Q. Finnis, Esq., Alderman, Chairman.
John Cunliffe Pickersgill, Esq., Deputy-Chairman.
Henry G. Chilton, Esq., | Patrick D. Hadow, Esq.
William Mallalieu, Esq.

THE undersigned having been appointed Agents for this Company, are prepared to grant Policies against Fire, on buildings or their contents, in Shanghai and Hankow.

HOLLIDAY WISE & Co.
tf 514 Shanghai, 26th Sept., 1864.

THE NORTHERN ASSURANCE COMPANY.
Capital £1,259,760 Stg.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to
TURNER & Co.
tf Shanghai, 3rd February, 1862.

INSURANCES.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING, INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
John Shaw Leigh, Esq. | John Naylor, Esq.
Charles Turner, Esq., *Chairman.*
Ralph Brocklebank, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of Percy M. Dove, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov., 1863.

SUN FIRE OFFICE.
London.
Established in 1710.

Managers:
William Hamilton, Esq.,
Chairman & Treasurer.
Charles B. Ford, Esq.,
Deputy Chairman.
The Right Hon. W. M. Beresford, M.P.
The Hon. P. Pleydell Bouverie.
Harry Chester, Esq.
Samuel Pepys Cockerell, Esq.
Raikes Currie, Esq., M.P.
John Drummond, Esq.
Russell Ellice, Esq.
William Franks, Esq.
Capt. H. G. Hamilton, R.N.
Joseph Hoare, Esq.
Felix Ladbroke, Esq.
H. F. Shaw Lefevre, Esq.
Henry Littledale, Esq.
George Warde Norman, Esq.
Brice Pearse, Esq.
Charles Richard Pole, Esq.
Lambert Pole, Esq.
Charles Rannen, Esq.
Henry Rich, Esq., M.P.
John Shepherd, Esq.
Henry Stuart, Esq., M.P.
C. George Thornton, Esq.

THE MANAGERS of the SUN FIRE OFFICE London, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue Policies of Insurance against FIRE on Buildings, Goods, Merchandize, and other property, at those places.

Full particulars of Rates, &c., may be obtained on application to

LINDSAY & Co.
tf 108 Shanghai, January 1st, 1863.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.
tf 123 Shanghai 14th May, 1863.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000
In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

Directors.
F. B. Johnson, Esq., (Messrs. Johnson & Co.)
Chairman.
H. H. Wiggins, Esq., *Manager Commercial Bank of India.*
F. Henderson, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. Porter, Esq., (Messrs. Gibb Livingston & Co.)
J. Thorne, Esq. (Messrs. Thorne Bros. & Co.)
George Tyson, Esq., (Messrs. Russell & Co.)

AGENCIES are established at the several Ports in China and Japan.

L. JOSEPHS,—*Secretary*
tf 320 Shanghai, 22nd Aug., 1864.

YANGTZSE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon Marine Risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured, of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Policies holder.

The following appointments of Agents for the Association have been made in the Northern Ports of China and in Japan.

S. W. Pomeroy, Jr. Esq.,	*at*	*Tientsin.*
Messrs. Knight & Co.,	„	*Newchwang.*
„ Meadows & Co.,	„	*Chefoo.*
„ Walsh & Co.,	„	*Nagasaki.*
„ Walsh, Hall & Co.,	„	*Kanagawa.*

RUSSELL & Co.,
Secretaries.
tf Shanghai, 1st November, 1862.

NEW ADVERTISEMENTS.

NOTICE.

THE interest and responsibility of Mr. William Thorburn in our firm ceased on 30th June last.

JARVIE, THORBURN & Co.

31de 546 Shanghai, 16th Dec., 1864.

THE GREAT

FYCHOW GIANT

will be at home at his new residence in the Nanking Road, on and after *Monday next, the 19th instant*, where he will be happy to receive the visits of his numerous friends and admirers.

Admission from 10 to 4......$0.50.

" " 4 " 6..... $1.00.

o 547 Shanghai, 17th Dec., 1864.

Miscellaneous Intelligence.

LATEST DATES.

England,.........	Oct. 17	Hankow,.........	Dec. 10
Hongkong,.......	Dec. 5	Nagasaki,.........	Dec. 9
Tientsin,.........	Dec. 2	Kanagawa,.......	Dec. 1

Latest dates in England, from China,—
Hongkong...Aug. 12 } Received via Marseilles
Shanghai..... " 5 } Sept. 27.

BIRTH.

At Tientsin, on the 24th November, the wife of J. N. Peddie of a Son.

OPIUM QUOTATIONS

For the week ending December 16th, 1864.

December	Malwa New Tls.	Malwa Old Tls.	Patna New Tls.	Patna Old Tls.
10,—	462.........	462.....	355.........	355.....
12,—	460 a 465..	460 a 465	352.........	352.....
13,—	460 only offered,	462	350 a 352....	350 a 352
14,—	455 a 460..	455 a 460	350 a 352....	350 a 352
15,—	455 a 460..	455 a 460	350 a 352....	350 a 352
16,—	460 a 465..	465 a 465	355.........	355.....

LATEST SHIPPING INTELLIGENCE.

Arrived.—Dec. 15, *Fenella*, (Br. str.) Rendal, from Fuchau; 16, *Kiangse*, (Am. str.) Simmons, from Ningpo; *Ann*, (Br. bg.) Stephens, from Puget Sound.

Departed.—Dec. 16, *La Serena*, (Br. bq.) for Singapore; *Kiangse*, (Am. str.) Simmons, for Ningpo; *Cadiz*, (Br. str.) ———, for Hongkong.

PASSENGERS.

Arrived.—Per *Minerva*, from San Francisco—Miss L. Miller, Messrs. A. A. Disher, T. Chard, M. M. Oppeheim, and Capt. S. C. Nicol. —Per str. *Nanzing* from Tientsin and Chefoo, Messrs. Hannan and Middleton, and 35 Chinese.

Departed.—Per str. *Cadiz* for Hongkong, Bishop Chivis, Messrs. Thos. Edgar, Hy. Topp, Nusserwanjee, E. Waller and P. R. Gamwell.

NOTIFICATION.

H. B. M. Consulate,
Chinkiang, Nov. 25th, 1864.

The subjoined Regulations affecting British Shipping, Rafts, &c. in the Port of Chinkiang, have been sanctioned by Her Majesty's Chargé d'Affaires and Acting Chief Superintendent of Trade, and are now published by his order, for general information.

Thos. Adkins,
H. B. M. Vice-Consul in Charge.

Regulations *affecting British Shipping, Rafts, &c. in the Port of Chinkiang.*

1.—The term Consul in the following regulations shall be taken to mean Consul or Vice-Consul or person duly authorized to act in either of these capacities for the time being.

2.—British vessels shall be allowed to load and discharge cargo only within the limits which may be fixed by the Consul and Chinese Authorities. Until further notice such limits are defined to be:—1st (For Junks, Lorchas, and all sailing craft not being square-rigged), the portion of the River on the Chinkiang side, between Golden Island and the Kan-lu-sze (Old Consular Hill): 2nd (for square-rigged vessels and steamers), that portion of the River above described, but including also the northern Bank.

3.—A steamer trading on the river under license from the Customs Authorities, need not be reported at the Consulate by the master, provided that the agent or consignee of such steamer shall, within 36 hours after her arrival (unless a Sunday or Holiday intervene), hand into the Consulate, 1st, A manifest of cargo exported or imported; 2nd, A list of all passengers (not Chinese) embarked or disembarked.

4.—Sailing vessels in tow of steamers must deposit their papers at the Consulate and obtain the Chinkiang pass in the manner provided for in the River Regulations.

5.—British registered vessels remaining in the port more than 48 hours, shall observe the following Regulations:—

(A). No one shall leave the vessel without the express permission of the Captain or Commanding Officer.

(B). The Captain of such vessel shall keep a register of all leave given, which shall be open to the inspection of the Consul when asked for.

(C). Leave can only be given to visit the Chinkeang side of the river.

(D). Outrages committed by sailors on shore will be severely punished.

(E). Absence from the vessel without leave is to be reported at once to H. M. Consul, and the Master shall take efficient measures for the recovery of the absentee.

6.—A vessel the property of a British subject but not provided with a British sailing letter or certificate of registry, shall not hoist the British ensign (or any flag so similar to the British ensign as not to be distinguishable from it) within the anchorage.

7.—All cases of death occurring on board vessels in the anchorage or in the residences of British subjects on shore, must be immediately reported at the Consulate.

8.—Stone ballast, or cinders, shall not be thrown overboard within the anchorage.

9.—The discharge of guns or firearms from vessels within the anchorage is prohibited.

10.—No seaman or person belonging to a British ship may be discharged or left behind at this port without the express sanction of the Consul, which will be refused unless the person to be discharged or left behind shall give good and sufficient security for his maintenance and good behaviour while on shore. If any British subject left at this port by a British vessel be found requiring public relief prior to the departure of such vessel from the dominions of the Emperor of China, the vessel will be held responsible for the maintenance and removal of such British subjects.

11.—A British subject can open a boarding house or tavern, or be concerned in the management thereof, only on complying with the following regulations:—

A. The person wishing to open such boarding house or tavern shall first apply to H. M. Consul for a license. He must also be prepared to give security for the quiet and orderly conduct of his house.

B. The boarding house or tavern shall not be established either on the north bank of the river or within the limits of the British concession.

C. The boarding house or tavern shall be closed from 11 P.M. to 5 A.M.

D. The keeper of the boarding house or tavern shall keep a correct register of all lodgers on a form to be furnished by H. M. Consul.

E. The keeper of every licensed boarding house or tavern shall be held liable for the conduct of all inmates and frequenters of his house.

12.—All cases of loss of property by theft or fraud on board of ship or on shore, as well as of assault or felony requiring redress or involving the public peace, must be immediately reported at the Consulate. Any Chinese subject guilty of a misdemeanour may be detained on detection, but information must in such case be lodged at the Consulate: and in no instance shall British subjects be permitted to use violence towards Chinese offenders so detained.

13.—Rafts under the British flag coming to the port of Chinkeang, shall be reported by the foreigner in charge within 24 hours of their arrival. The following reports will be required.

A. A manifest of the raft, countersigned by the Agent or Consignee.

B. A list of persons other than Chinese employed on the Raft, signed by the Consignee.

C. A list of all passengers not Chinese brought down by the raft, signed by the Consignee.

D. The foreigner or foreigners in charge of rafts, shall, during their stay in port, report themselves once every three days at H. M. Consulate. They shall also give 24 hours notice of intended departure, specifying destination and mode of conveyance.

14.—British subjects residing at Chinkeang, whose names have not been already enrolled on the Consular Register, shall apply to the Consul to be so enrolled within ten days from the promulgation of these regulations.

15.—Infringement of any of the above regulations will be punished by a fine not exceeding $200, or by imprisonment for a period not exceeding one month.

16.—All fines and penalties imposed under the above regulations shall be levied and enforced in the manner specified in Art. 36 of Her Majesty in Council, dated 13th of June, 1853, and all fees, penalties and forfeitures shall be appropriated and applied as provided for in Art. 38 of the same order.

Thos. Adkins,
Vice-Consul in Charge.

24de 545

One of the P. & O. Co's steamers, with the Mails, &c., for Europe, is appointed to leave on Monday, the 26th instant.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, DECEMBER 17, 1864.

The case of Rawson *v.* Russell, heard during last week by the English Consul and two assessors, possesses an interest quite incommensurate with the amount of money involved in its settlement. The sum itself was very trifling, amounting *to not* more than about eight hundred taels, but the precedent which the case affords will prove of very considerable value, should at any future time the responsibility of a captain for goods discharged from his ship be called in question. The "custom of the port" on which much stress was laid, seems to us so vague that, unless it should happen to coincide with the provisions of the Bill of Lading, little authority ought to attach to it. It is quite possible that this custom, whatever it may be, is one which advantages neither shippers nor consignees, and which only opens a door to neglect and peculation. In such a case the sooner it is done away with the better, and our only object should be to have the question finally and definitely settled in a case where little loss is likely to accrue to either plaintiff or defendant. Under any circumstances it were well to discover upon what basis the custom stands, whether it is one introduced to meet the convenience of a certain class of business men, who, as constituting public companies, are, so far, the servants of the public, or whether it is a custom universally recognised as one likely to secure the convenience of the mercantile body in general. We cannot understand how it is competent for a lighterage company to issue an arbitrary notification extending the liability of the master and owners of a ship until the goods reach the shore. In the absence of all agreement as to when the master's responsibility ceases, the common sense view of the matter seems to be that after a package leaves the ship's tackles the master, or whoever acts for the master, is relieved from any further care as to its fate. And this appears the more reasonable if we assume, as we certainly ought to be in a position to assume, that a competent European is in charge of each cargo boat, and is ready to detect any want of correspondence between the marks or numbers of the packages he has been ordered to receive, and of the packages he actually does receive. Unfortunately this is not the case. The responsibility which, ordinarily speaking, ought to be divided between *the ship and the cargo boats* is cast almost solely on the ship, by the fact that Chinese are alone employed to take delivery of cargo from the ship's side, to superintend it while on its passage to the jetties, and to count the packages before they are disembarked. We all know what the Chinese are, and how little dependence can reasonably be placed in them. It therefore seems most extraordinary that where a lighterage company makes a provision *such as that* made by Messrs. Wheelock & Co.—a provision made, of course, with the view to its being complied with—some ordinary precaution is not taken to diminish that *responsibility* which is heaped on the ship. But we are unable to see how the "custom of the port," or a clause arbitrarily inserted by a lighterage company, can in any way alter or modify the Bill of Lading under which the Captain accepts charge of his cargo. If it be so, it amounts to inserting a clause in the Bill of Lading (unknown to the Captain) after he has affixed his signature. It bears some resemblance to receiving a cheque *for Tls. 10.00 and then removing* the decimal point two places to the right. There can hardly be any doubt as to the delivery of the bale, but what subsequently became of it remains a profound mystery. It certainly seems most astonishing that, not only should it not have been inserted in the boat-note, but that its insertion in the tally book should have evidently been an after-thought on the part of Mr. Tidewaiter Luther. But unless we assume, which we have no reason to do, that both the chief officer and Luther perjured themselves in the most deliberate manner, we must grant that the bale was actually put into Messrs. Wheelock & Co.'s boat, or into one so like it as to be undistinguishable from it. The question of course is, where is the missing bale? It may possibly at some future time turn up in a remote corner of a godown where it will have lain forgotten for months, but in the meanwhile grave suspicion attaches to some one or other of the men through whose hands it must have passed. All this could have been avoided, the plaintiff would not have been inconvenienced by the delay in the delivery of his goods, the defendant would have found his account with his owners far more satisfactory than it now appears, and the *lighterage companies would not* be under a well grounded accusation of carelessness, were the simple precaution taken of employing a trustworthy European to look after the cargo boats, to see that there is no peculation at the jetties, to superintend the delivery of goods to the different godown keepers, and, in a word, to take the place of the unprincipled Chinese compradores and employés of every grade by whom European mercantile houses are now infested. It is idle to assert that European labor is not to be had except at an exorbitant rate. There are many men at present in Shanghai, whose antecedents are *unexceptionable*, but whose prospects have been dimmed by the sudden stagnation of trade. These men are well fitted for posts of trust, and several of them would be glad of a very moderate salary; but so long as Cantonese and Ningpo men monopolise posts which were far better filled by Europeans, we can expect to derive no advantage from the influx of foreigners of good character. One effect the Rawson *v.* Russell case will have. It will stimulate the wharf companies to extend their accomodation, and thus put a stop to the cargo boat system. Had the *Canadian* gone alongside a wharf and discharged there, the company would have been *responsible* for every bale passed over her side, and no question could have arisen as to non-delivery.

Further information regarding the murder of Major Baldwin and Lieutenant Bird will be looked for with interest both here and in England. At present we know nothing, beyond the simple fact that their bodies, bearing marks of savage mutilation, were found by the roadside, *some fifteen miles from* Yokohama. We are ignorant of the circumstances attending the outrage, and of the steps which have been taken to procure the punishment of the perpetrators. We know only that the locality of the murder and other circumstances, trivial in themselves but gaining weight by collation, are believed to indicate the yaconins of the temple gardens at Hatchuma as the guilty parties; and we may infer that, if this suspicion be well founded, it is within the power of government to easily detect them. Some one, in so frequented a spot, must have seen the deed, or at least have seen the men by whom it was committed. If the armed Japanese who were seen near the locality during the day can be traced, the singling out of the culprits would be comparatively easy. The double murder was not the work of a solitary individual. Two Englishmen armed with revolvers would not, even if taken by surprise, be so easily overcome. Several must have been at work, and the greater the number the easier is the task of discovery. Men who *have committed* such a deed would not retain it for ever locked carefuly in their breasts; they would certainly talk of it among themselves, and not improbably boast of it to their comrades. Moreover, they would carry away on their persons evidence *of their* crime; the greatest care would hardly enable them to remove all trace of blood from their swords before quiting the spot, even in the very improbable event *of their* daring to remain sufficiently long on the scene of the outrage. Their clothes, too, can hardly have escaped without some marks of blood. Murders of this character cannot be committed with such secrecy, or their traces be so carefully concealed, that energetic and intelligent investigation should fail to detect some clue which would lead to the discovery of the whole circumstances. It is sincerely to be hoped, therefore, that the government *will be compelled to fulfil* a duty which it is evident they are able to perform. The exaction of a fine is no punishment to the culprits, and poor satisfaction to the relations of the victims. The natural desire for vengeance on the savage ruffians who to-day have killed a friend and by whom to-morrow one's own life may be sacrificed, is not to be allayed by money. Justice which demands the life of the murderer, must behold with shame the acceptance of a bribe, for it is nothing less, to allow the criminals to go unpunished. After Richardson's death, heaps of silver were extorted from the Tycoon who had nothing to do with the matter, and from Satsuma who could, at any moment he pleased, have produced the murderer; but the murderer himself has, to the present day, been allowed to go unpunished. The cry that was at first raised for the blood of Shimadzo Saburo, as the instigator of the deed, gradually died away and was no more heard. The formal request that the actual assassins should be delivered up, which was formally repeated when Satsuma handed the required number of dollars to the British minister, elicited a hollow promise of endeavour to detect them, the fulfilment of which has not been demanded. A monetary fine has satisfied the *French*, also, for the murder of Lieut. Camus; and the effect of this policy has been to convey to every two-sworded official a tacit assurance that he may cut a foreigner down with impunity whenever the whim arise, and that his government may atone metallically for his crime. The truth of this position must, by this time, be apparent to the foreign authorities, and we feel confident that Sir Rutherford Alcock will not, on this occasion, be satisfied with a payment which is no compensation, and empty assurances of efforts, which are never made, to bring the offenders to justice. *No excuses or protests that the Japanese* government can make, will remove the impression that it is able to produce the murderers if it choose; they will only tend to strengthen the conviction that it does not so choose, and to intensify the anger felt at its protection of the murderers of foreigners on this and other occasions.

SUMMARY OF THE WEEK.

The temperature during the past week has undergone many changes. On Saturday last there was a considerable fall of snow, and during the night the thermometer sank to freezing point; during the day on Thursday it rose to 60, and last night again it sunk to 36 under the influence of a strong northerly gale. Hardly an incident worth recording has taken place in the settlement, unless we except the departure of the Australian Dramatic Company and of Christy's Minstrels. An intimation has been elicited from the Secretaries to the Shanghai Gas Company that there is a possibility of the settlement being lighted at midsummer; and, farther, the novel suggestion has been made that the Municipality should pay for the lamp-posts. The minutes which will be found in another column of a meeting of the Volunteer Corps, require no remark further than the announcement that the recruiting committee which was then appointed has already succeeded in enlisting some 60 or 70 new members. Minutes of a meeting of the Asiatic Society will also be found, at which Mr. Kingsmill read a paper on the geology of the Kwan-tung province. A man named Dodd awaits trial for having shot a native boat woman, in a moment of passion at finding a crowd of boats in his way. They did not get out of his way fast enough, so he fired his pistol into the midst of the crowd at random and wounded an old woman so severely that she died shortly after.

Colonel Hough has returned from Yokohama and resumed command of the garrison. The *Scylla* has arrived from Japan, to relieve the *Ratler*. Before leaving Nagasaki, the officers of the former vessel gave an entertainment to the residents which proved most successful. The crew gave a theatrical performance, the Russian band was in attendance and a supper and dance closed the evening's amusements.

From Nanking we learn that the appointment of Tsêng-kuo-fan to the presidency of the Board of war has been rescinded, and consequently the viceroyalty escapes from Li-hung-chang, who resumes his duties as Futai of Kiangsu.

The French mail of the 17th October has just arrived. The American intelligence which she will bring has been anticipated by advices received from San Francisco under date 20th October, announcing the reinforcement of Grant, and a severe engagement between Hood and the 4th Federal *corps d'armée* under Stanley, in which the former claims the advantage. Sheridan is rumoured to have gained another victory over Early; but it may happen that this is only another account of the battle previously reported.

LIAO-TANG SILK.

Memorandum Respecting the Silk Region in the Newchwang Consular District.

British Consulate,
Port of Newchwang, *24th October*, 1864.

The silk region of the Newchwang Consular district may be described as the valleys of the Yang and other small rivers which empty themselves into the head or northern extremity of the Yellow Sea. But the region extends as far north as the parallel of Moukden, the hilly country lying due east from that city, and which is drained by the affluent of the Leaou river which passes it, also producing silk. No other port of the Leaou valley produces silk, nor is any, so far as I can learn, produced in the hills which lie between it and the Great Wall.

The silk region as I have defined its limits, is about 100 miles broad from east to west, and about 150 miles long from north to south. Its southerly portion, that nearest the Yellow Sea, is probably most suited for the cultivation, and it is from that that the accompanying cocoons with the twigs and leaves of the bush which the grub feeds on, have been procured. The pieces of stuff that accompany them were woven in the same region, whether with or without admixture of Cotton, which is also produced in that quarter, I cannot tell.

I have traversed the silk region twice. A watershed composed of the mountains that come down from the north east of Moukden and stretch away to the Maoutaou straits forming the Leaou peninsula, this watershed intervenes between the silk region and this port-town. But there are certainly two, if there be not more roads practicable for the heavy goods-carts used in this province. Heavy articles of small value, as pulse, bean cakes and oil, could not with profit be brought over these mountains to this port. On the other hand a considerable portion of the foreign cotton-manufactured goods which supply the fairs held near the Corean frontier, *are* taken in carts over these mountains from this port, showing that, in articles of no greater value in proportion to their weight than cottons, this foreign-shipping port can compete favourably with the Junk-ports at the head of the China Sea, the longer land carriage being counterbalanced by the cheaper freights and quicker passages of foreign ships with the power of insuring goods conveyed by them. Heretofore the cocoons have been sent southwards through the junk-ports at the head of the China Sea; none, so far as I can learn, have ever been brought to this port. But as the light cocoons could be brought from that region with less cost in proportion to their value than can cotton goods be taken thither, it is plain that, in so far as the land transit is concerned, there is no reason why this port should not become a port of export for the silk region. And if it has paid Chinese dealers for generations back to take it away southward, there would seem to be, in so far, no reason why, in the present dearth of textiles, foreigners might not also take it away with profit.

The southern dealers arrive at the junk-ports as the navigation opens about the end of March, and proceed into the silk valleys where they give advances to the farmers. The first crop is usually taken to the ports, most of it to one called Fa-koo-shan,—about July. A second crop is shipped just before the navigation closes *i. e.* about the beginning of November. The cocoons are taken away in large baskets. The price in some seasons goes down to four or five mace of silver for fifteen hundred cocoons, in others it rises to six or seven mace for fifteen hundred,—advances being in every case made to the cultivators. As to the quantity annually exported, I have not been able to get any information. My principal informant tells me that from one valley, which is however one of the most productive, about 80 cart-loads are taken away annually. Each cart carries ten baskets which from his description must each contain about fifteen cubic feet. That would give about 12,000 cubic feet of loosely piled cocoons from that one valley. What I myself know is that the production in the whole region could be quadrupled in a few years if the entering of foreigners into the trade should give sufficient inducement to the cultivators; for, at present, not one fourth part of the hill sides suitable for the cultivation of the shrub for the feeding of the grubs, is planted with those shrubs.

The cocoons now sent have had boiling water poured over them to kill the worms.

Some silk is also produced from grubs that feed on the mulberry tree leaves; but the cultivation is a precarious one and is only carried on by the females of well-to-do families.

Thos. Taylor Meadows,
Consul.

Report by Mr. Major on the Specimens of Cocoons, &c., received from Newchwang.

Shanghai, *2nd December*, 1864.

Sir,—I beg to acknowledge receipt of your favor of the 22th ultimo, accompanied by 24 cocoons with some branches and leaves of an oak shrub on which the animal that had made them fed, and also a piece of cloth woven out of the thread drawn from this kind of cocoon. I have also received and read with much interest the memorandum on the cultivation of silk in the region of the Newchwang Consular district, from H. B. M. Consul, T. T. Meadows, Esq.

It affords me much pleasure to acquiesce in the request of the Chamber of Commerce expressed in your letter, by giving the following report on this article as my opinion and all I know about it. I have first seen this kind of cocoon some 15 years ago in the Museum of the Chamber of Commerce and Arts at Lyons. It had been sent there (likely 100 years ago) by the Roman Catholic Missionaries, as the produce of a worm in the north of China feeding on the leaf of the oak tree. No experiments had been made therewith in France, because the quantity sent had been too small. Since I have been in China I have received a letter from Lyons, asking me to look after this cocoon, but it was only once, 2 years ago, that I succeeded in getting a few of them from Japan, which I then reeled off, and now beg leave to hand you herewith a small skein of silk made of them.

The first impression on seeing these cocoons and the cloth woven from their produce is that this can never come in for silk. The manufacture is the rudest that can be in all respects; the thread is as coarse and unequal as well can be, the whole has no gloss whatever although no cotton is mixed, both the warp and woof are made of the raw material as taken from the reel, without any attempt at Tram or Organzine, therefore necessarily left in the gum. I have attempted to boil off the half of the cloth sent, to ascertain the quantity of gum the animal may use in spinning, which with the silk worm is 20 per cent, but I have not been able to reduce it in weight at all; this can only be accounted for, if the cocoons have undergone a degree of firmamention, by the process of killing the grub which has been adopted. You will also see from the piece of cloth I return you together with the other piece unboiled, that the colour has remained nearly the same (it would therefore, in dyeing, take no other colour than black) whereas, if this had been made of usual yellow silk, it would have turned out white from boiling.

I have, however, also boiled off half the skein of silk of my reeling from such cocoons, which I add to the other skein of raw, which you will perceive has become nearly white and will take any colour. I therefore am persuaded now, after seeing this silk boiled off, that it really is silk and could well be used for Tram in European manufacture, if reeled equal to this sample.

The yield of the cocoons I reeled was 20 to 1, *i.e.* lb. 20 of cocoons only give 1 lb. of silk, whereas usual China dry cocoons of inferior quality yield 5 or 6 to 1—and good European dry cocoons 4 to 1—always for best silk of 11/12 ds.

This difference arises partly from the great bulk of the worm, not nearly dry, and partly from the greater quantity of waste which must be made before a clean thread can be drawn, but then the thread is quite as clean and may be even cleaner than good silk, although it has nothing like the elasticity of good silk, less gloss when boiled off and little or none before.

Of the value of these cocoons I can say nothing before I can get a sufficient quantity of them to make 2 or 3 lbs of silk, at least some four times 1,500 cocoons and know exactly what they cost in Dollars or Taels in Shanghai. But I think it will be worth while making such a trial, and sending the produce to Lyons or London (there is more skill in Lyons) to be dyed and manufactured into goods. First crop cocoons in preference to second crop, and if possible not killed in that abominable China fashion. I shall be very happy if I can be of any service to forward such a trial.

Besides this it is requisite to ascertain—

1st. How often does this worm sleep while feeding.

2nd. Is the worm fed on the mulberry leaf, of which Mr. Meadows speaks, of this same species (that feeds on oak leaves) or bred of the usual China silkworm eggs. I should much like to see a few cocoons of worms fed on the mulberry leaf there.

3rd. An experiment ought to be made of this breed (eating oak leaves) to ascertain what they come to when fed in a more congenial climate on mulberry leaves. If I could get an ounce of eggs of the first (July) crop, I would willingly attend to their feeding myself. The eggs ought to be sent here during the winter, protected from frost but not kept near any fire or in a too warm cabin; 66 degrees Fahrenheit would be too hot, or the utmost they would bear.

It strikes me that this species of silkworm may turn out of the greatest consequence in restoring the silkworm breed in Europe, now quite lost, and even in restoring the silkworm of China, which I find also greatly deteriorated, to a more healthful state (this, however, is almost hopeless, considering the Chinese character).—In all nature, too much and long continued culture degenerates a breed; then new strength and vigor is acquired by cross breeding with a healthy kind of the same species.

Now this worm gives me the impression of being very strong and healthy. It would be a great boon to the Silk trade and industry to introduce any such a means.

New seed has for years been tried from all parts of the world in Europe, but to no effect, the whole family of one and the same race seems to have outlived itself by constant generating in the same family at an enormous rate, to supply our augmented and constantly growing luxury.

In Naples I tried during three years, cross-breeding the old European breed with the usual China worm and that with very good success;—when I left for China I gave all the seed I had thus collected to an English gentleman who I fear has not persevered, or I should have heard something of it; people look too much to immediate benefits.

If this new family is to be introduced for cross breeding, I should recommend feeding them in their first and second stages on oak leaves, and after that only on Mulberry leaves.

I beg leave to conclude with my opinion that great thanks are due to Mr. Meadows, for making so great an exception among the Consuls in China, by turning his eye and mind towards what may be advantageous to the commerce and industry of the country he represents, and thereby also to the country he occupies.

I am, Sir,
Your obedient Servant,
JOHN MAJOR.

WALTER PEARSON, Esq.
Secretary of the General Chamber of Commerce in Shanghai.

ROYAL ASIATIC SOCIETY.

MINUTES *of a Meeting of the North-China Branch of the Royal Asiatic Society, held in the Reading Room of the Shanghai Library on Tuesday evening, December 13th.* 1864.

The seventh regular meeting of this Branch Society was held as above, the chair being taken at a quarter to Nine.

PRESENT.—Sir Harry S. Parkes, K.C.B. President in the chair, Dr. Henderson V-P. C. T. Jones, Esq., Acting as Secretary; Doctor Lamprey, 67th Regt., Messrs. C. Alabaster, T. W. Kingsmill, C. Jamieson, W. Gamwell, R. Alex. Jamieson, and others not members.

The gentlemen whose names were in the list for balloting were duly elected. The gentlemen, recommended by the Council for election as honorary members, were approved of by the general meeting, as were also the proposed Corresponding members. The following gentlemen were then proposed and seconded:—

Proposed by Mr. Alabaster, seconded by Mr. Kingsmill:—W. COCHRAN, Esq., and R. C. BROWN, Esq.

Proposed by Mr. Jamieson, seconded by Mr. Jones:—The Rev. C. H. BUTCHER, J. McL. BROWN, Esq., and W. SAUNDERS, Esq.

Proposed by Mr. Jones, seconded by Mr. Jamieson:—E. SOLBE, Esq., and W. H. TAPP, Esq.

Proposed by Doctor Henderson, seconded by Sir Harry S. Parkes:—J. M. TAYLOR, Esq.

Proposed by Mr. Gamble, seconded by Doctor Henderson:—J. BATTISON, Esq.

The routine business having been concluded, the paper for the evening by Thos. W. Kingsmill, Esq., on *The Geology of Kwang-tung and the Adjacent provinces*, was read and attentively heard. After some interesting remarks by the President, and Doctors Henderson and Lamprey, the thanks of the meeting were unanimously voted to Mr. Kingsmill for his valuable contribution to the Society's records.

Mr. Jamieson laid on the table a series of barometric and thermometric observations taken by Messrs Hollingworth and Piry of the Imperial Maritime Customs at Kiukiang, with a view to determine the height of the Lin Shan. A description of the scenery was given, and the capabilities of the mountain as a sanitarium enlarged upon. The height of the summit has been found to be 5,040 feet.

It was then proposed by Mr. JAMIESON and seconded by Mr. ALABASTER:—

That a Committee consisting of the Council, and such other Members of the Society as the Council may call in, be appointed to revise the Constitution and Bye-laws.

Carried unanimously.

KIUKIANG RACES.

These races came off on Wednesday and Thursday, the 23rd and 24th ult. The racing was very good, and the course on the first day in capital condition, as after a long continuance of dry weather there had been some heavy showers during the preceding night. Hankow was well represented, and carried off the Autumn Vase and the Visitors Cup.

1ST RACE.—*Hack Cup.*—Value $50. ½-a-mile.

1, *Red Deer.*
2, *Tomtit.*

Red Deer started off well and kept the lead the whole distance, winning easily.

2ND RACE.—*Autumn Vase*—Value $150. 1 mile.

1, *Meteor.* late *Agony.*
2, *Knickerbockers.*

This was a fine race. All the ponies got off on good terms, but at the half-mile *Knickerbockers* shot ahead and seemed to have the Race easily. *Meteor* however crept up, and *Knickerbocker* being collared shut up.

3RD RACE.—*Chaa-Sze Cup*—Value $200. 1 mile. Presented by John Forster Esq.

1, *Prizefighter.*
2, *Wild Dayrell.*

4TH RACE.—*Challenge Cup*—Value $100 To be won at two Meetings consecutively by a River Pony or Ponies, the bonâ fide property of the same owner. ½ a mile.

1, *Pat.*
2, *Muscatel.*

5TH RACE.—*New Comers' Cup.*—Value $100. Presented by the new residents.

1, *Sluggard.*
2, *Tim Whiffler.*

6TH RACE.—*Visitors' Cup.*—Value $100. ¾ of a mile.—For ponies that have never won a race.

1, *Liddington.*
2, *Mormon.*

This closed the first day's racing.

SECOND DAY.

The *Selling Stakes.*—¾ of a mile.

1, *Hard Cash.*
2, *Last Resource.*

The winner was sold afterwards for $70.

A *Match* between
Mr. Graham's *Red Deer.*
Mr. Toremop's *Tomtit.*

Red Deer won easily.

A *Match* between
Mr. Fraser's *Wild Dayrell.*
Mr. Manship's *Ackbar.*

A good race in which *Wild Dayrell* came off conqueror.

Consolation Stakes.—For Beaten Ponies at this meeting.—Value $50.—½ a mile.

A fine race between *Waddie* and *Knickerbockers* in which the former came in by half a length. Four others ran.

Steeple Chase.—The course was first over two water jumps of 10 feet, one being a rather awkward drop jump, then two mud banks of two feet with brushwood on the top, and a ditch behind, then over a loose brick wall of two feet, also with brushwood, concluding with a fence three feet high and the straight run in.

Meteor, Pat, Liddington, Sluggard, and *Norwood* started. *Meteor* was the first over the first jump, but fell, all the other three ponies following his example. He was also the first over the second water, followed by *Norwood.* *Meteor* refused the bank, and the lead then was taken by *Norwood,* followed by *Pat* until the last fence, which he refused. *Pat* than went over followed by the *Sluggard* and *Meteor,* who had a fine race home. *Liddington* threw his rider at the fourth jump, who was much shaken.

H. B. M. CONSULAR COURT.

Shanghai, Dec. 12th, 1864.

Before—Sir HARRY S. PARKES, K.C.B.
H. B. M. Consul.

J. F. CARTER, Esq.,
C. COLNETT, Esq., } *Assessors.*

S. RAWSON *versus* J. RUSSELL.

This action was brought on account of non-delivery of goods. The following is the purport of the plaint which was filed.

Plaintiff claims from defendant the sum of Tls.753.13, for non-delivery of one bale of goods containing four trusses and forty pieces of Camlets, shipped on board the *Canadian,* under Bill of Lading dated London, 1st April, 1864, and which bale of goods is marked or described in said Bill of Lading, three I's in a heart, No. 17.

ANSWER.

1.—Defendant says that he did not make the said Bill of Lading mentioned in the plaint.
2.—That he delivered the said bale of goods mentioned in the plaint, to the plaintiff.

Mr. COOPER, in opening the case for the plaintiff, said that on the arrival of the ship *Canadian* in Shanghai, Mr. Rawson received an order from Messrs. Turner & Co., the agents of the vessel, to get certain goods which were on board consigned to him. Mr. Rawson handed the order to Messrs. Wheelock & Co. One bale was received by them, but the other, No. 17, was not delivered. Defendant alleges that it was put into one of Messrs. Wheelock & Co.'s cargo boats, but if the boatman did get it, and appropriated it, it was the vessel's risk and not that of the Plaintiff. Messrs. Wheelock & Co. argue justly that they are not liable, because they send boat-notes with their cargo-boats, to be filled in and signed by the chief officers or commanders of vessels, in which it is particularly specified that Messrs. Wheelock & Co. will not be liable for goods shipped on board their boats if not mentioned in the boat-note. Mr. Rawson applied to Messrs. Turner & Co. about the missing goods, and an advertisement was put by them into the *Daily News,* requesting that a bale of goods marked three I's in a heart should, if found, be returned to them.

S. RAWSON *said*:—I am consignee of this Bill of Lading. I applied to Messrs. Turner & Co., the agents, on the arrival of the *Canadian,* for the usual delivery order, which I had stamped at the Custom House and sent as usual to Messrs. Wheelock & Co. The Bill of Lading was for two bales. Some time after, I received notice from Messrs. Wheelock & Co. that they had received the bale marked 21, and I took delivery of it. I waited for a considerable time for the other bale, and finding it not forthcoming, I asked them about it. They said they had not got it. I then went to Messrs. Turner & Co. who advised me to wait until the whole of the cargo had been discharged, as they thought it might be in the ship. After the cargo was out, it was found not to be there, and then Messrs. Turner & Co. put a notice in the newspaper. They did not succeed in finding it.

Mr. RAWSON was not cross-examined.

T. WHEELOCK *said*:—I am in charge of the cargo-boat department at Messrs. Wheelock & Co.'s. I recollect a delivery order having been sent to us by Mr. Rawson. This was on the 26th of August. I produced the boat-note for the missing bale on September 7th, and the mate said that it had been put in the boat. It was not mentioned in any of our boat-notes. I went on board the *Canadian* to make enquiries, and the chief mate said he had delivered the bale. On referring to his cargo book he said he had put it into our cargo-boat No. 38, on September 7th. There is no entry in our books of the missing bale. We have not received that bale. I made enquiry from the boatman, but he denied having received anything but what was mentioned in the boat-note.

To Mr. MYBURGH:—I have the Chinese boatmen and the master of that boat here. Cargo is not stowed in our godowns unless it has been put in our boats by mistake; otherwise our boats take goods only to the wharf. The godown men for the owners then take them away, having given a receipt. Goods sometimes lie in our boat for three days. They are left open all day except when it rains. At night they are locked. There is no European who superintends the delivery of the goods to the godownmen. While the cargo is in the boat the captain of the boat has charge of it. The mate of the *Canadian* told me that the bale had been put into one of our boats.

To the COURT:—Packages which we are not authorised to receive and of which we do not know the owners, we put into our godowns. If we know the marks, we send them to their owners. The goods in this instance could not have been put into our godowns.

MR. MYBURGH thought the question in this case was whether the master of the ship had fulfilled his agreement by which he was bound to deliver certain goods to Mr Rawson or his assignees. It was mentioned in the bill of lading that defendant's liability ceased when the goods had been delivered over the side of the vessel, and the learned counsel was prepared to shew conclusively that the goods were delivered. Although the mate omitted to sign Messrs Wheelock & Co.'s boat-note for their convenience, he does not for that reason incur greater responsibility, for, if the goods were delivered into the boat, the contract was fulfilled and the liability of the vessel then ceased. The *Canadian's* cargo was composed of general merchandise, among which were several heavy packages of iron and machinery. The chief mate distinctly recollects these two particular bales coming on board the vessel. Six or eight men had to be employed to move them and additional hands were employed to lower them on account of their size. They were each composed of four bales fastened up together, making one large bale. The mate made the Chinaman in charge of the boats sign his book for the bales. If Messrs. Wheelock & Co.'s servants fraudulently made away with the goods, Mr Rawson should look to them for satisfaction and not to the defendant.

JOHN RUSSELL:—I am master of the *Canadian,* and defendant in this action. I brought out a cargo of general merchandise. I signed bill of lading for two bales of merchandise, dated 1st April 1864. The stipulation as to the goods to be taken from ship, &c., were on the bill of lading before I signed it. Messrs Turner & Co. told me last month that an application had been made by Mr Rawson for a bale of goods not delivered. This was the first I heard of it. After having heard it, I went on board and spoke to the chief mate about it. He said he had delivered both bales, and shewed his book. He also said he recollected distinctly having delivered the bales. They were so very heavy that he recollected them. He had been in the hold to assist in rolling both bales to the hatchway, and had to call all the crew to assist him. He shewed me the entry in his book. (Produced.) My risk according to the bill of lading ceases when the cargo leaves the ship's tackling.

BY MR. COOPER.—I only deliver goods to people authorised to receive them. The mate keeps an account book. It forms no part of the master's duty. I consider the mate is acting for me in attending to the proper delivery of cargo. When an order for delivery is addressed to the mate, it is the same as though it were addressed to me. I consider it was an omission on the part of the mate not to have required an accurate description of the cargo. I consider my mate was to blame for the omission in not inserting the description. We had to pay for a bale before, but that bale was never on board my ship. I cautioned the mate to be careful not to put cargo into wrong boats. I have not stated that this mistake occurred by the bale having been put in the wrong boat. I communicated immediately with my mate as soon as I heard from Messrs Turner & Co. The notice was put in the paper without any delay. Such mistakes often occur, and notices are inserted in the paper in consequence. The notice was inserted with my knowledge. I am not certain how many days elapsed before the notice was inserted. It was not longer than a week.

To MR. MYBURGH.—The bale of goods for which I paid, came about in this way. On my arrival I found a letter from my agents saying that after my departure two bales were found lying about the docks, which were sent by next ship—the *Laurel.*) I believed myself that there must have been three packages—one of which was no doubt in the hands of the agents. My reason for not paying for these bales of Mr Rawson's is that my chief mate delivered them. My chief mate is a very careful man.

To the COURT.—I delivered from the main hatch all the time. I should think five or six cargo boats were always alongside together, sometimes more. Some boat-notes have similar endorsements and others have not. When the boats come alongside, they hand these notes to be filled in. We know each boat, as it is numbered and has a private flag. We would deliver into any boat which could produce an order signed by Turner & Co. I delivered the goods to the Chinaman who produced this order. Sometimes these orders lie on board for several days, as the goods are not always to hand when they are presented.

HINTON STEWART, a partner in the firm of Turner & Co., the consignees of the *Canadian,* said:—Mr. Rawson sees me frequently in his capacity as broker. I remember the first occasion on which he spoke to me about a bale of goods which he alleged had not been delivered. I said "It is a very serious matter for the ship, as it would be a heavy claim on her." I do not think I said, I would, or would not, pay it. It was the first I had heard of it. The Captain on enquiry said he had delivered it into Wheelock & Co.'s boats.

Mr. MYBURGH requested Mr. Stewart to give the Court the benefit of his experience regarding the custom of the port on certain points. Mr. Cooper objected to the question, and begged that the objection might be noted.

Witness continued:—The risk of the consignees commences, according to the custom of the port, the moment the cargo is put into the boat.

To Mr. COOPER:—I should consider the master or mate of a vessel negligent who put a package into a boat without mention in the boat-note. If I were consignee, I should try to recover the cost of the goods in a similar case. I should claim from several people. At the time Mr. Rawson first spoke to me, I was about to proceed North. Immediately after he spoke to me the advertisement was put in the paper. A bill was sent in by Mr. Rawson which was put before the Captain. I gave no undertaking to pay the bill and could not without the Captain's sanction.

To Mr. MYBURGH:—Consignees do not pay any bill of this kind without consulting the Captain.

J. HOGG, Chief Officer of the *Canadian,* said—I have been thirty-two years at sea; fifteen years Chief Officer. The *Canadian's* cargo was general merchandise. I recollect taking on board in the East India Dock two bales marked three I's in a heart. There were four distinct bales in each; they were covered outside with matting. I did not then see that there were four in one. This is the order from the Railway Company to receive the bales. There were no bales similar in size or in make-up, in the ship. They were much larger than the average size of bales we had on board. One was stowed before the main hatch, and the other aft of the main hatch on the port side. That was the reason the two bales were not got out the same day. We got them up on the 6th and 7th of September. I had previously received a delivery order with the Custom-house stamp on it to deliver them into Wheelock & Co.'s cargo boats. I had order to deliver other goods also into Wheelock & Co.'s boats. I had done so before delivering the first of those two bales. I distinguished their boats from the others by the flag. Theirs is white, with a red diamond and thin blue edge round it. The flags carried by the other boats were not at all similar. I distinctly recollect delivering one bale on the 6th. It was so much larger than any thing else that I went down myself with four extra hands to roll it to the main hatch. This bale was marked 21. I was obliged to reive an extra purchase to lower it into the boat. That bale was put into Wheelock & Co.'s boat. I made a tally in this tally book of that particular bale. The Chinese boatman made a cross as his signature in my presence. I called upon the boatmen to do so. On the following day I delivered a similar bale into Wheelock & Co.'s cargo boat. I had to bring extra men for it, just as with the first; I had also to reive an extra purchase. This bale was No. 17. They both appeared the same size. I also made a tally of this one as it went into the boat. I am quite certain it went into Wheelock's boat. Mr. Luther, a tide-water, was on board all the time and kept a tally of everything that went out. I gave a boat-load on the 7th; and on the 6th also. I have been informed that I did not make an entry of this bale in the boat-note. It was an accidental omission. The boat-notes are merely given for the convenience of the consignees. We were discharging the light packages with a double and single block, but with these bales had to use two double blocks. I am certain this second bale went in Wheelock & Co.'s boat. I don't think I would know the boatmen.

To Mr. COOPER:—The tide-waiter and I used to compare our tallies to see whether they were correct. I made one mistake in the tally when the vessel was loading in London. The not filling in the boat-note was an oversight. My impression is that it was into one of Wheelock's boats the bale was put. The flag may have been white with red diamond and blue edge or blue diamond, and red edge; I am not sure. The flag is painted on the house in the boats. I also know the boats by the boat-notes.

To Mr. MYBURGH:—I am aware that the responsibility of a ship ceases when the cargo is delivered, in some cases.

To THE COURT:—The bale marked 21 went on the 6th and that marked 17, on the 7th. I did not have to go down to the boat to assist in the stowing.

Mr. LUTHER said:—I am a tide-waiter in the employ of the Imperial Customs. I was put on board as the Customs Officer in charge of the *Canadian.* It is my duty to see that no goods not having delivery orders stamped by the Customs, leave the vessel. I examine the orders before allowing anything to be discharged. The *Canadian's* was a general cargo. I kept a tally of the cargo that went over the ship's side as well as of the boats. I recollect two bales marked with a heart and 3 I's going over the ship's side. They were very large bales. I think they were three bales packed in one. Those were the only bales of that size and description. These two bales did not go over the ship on the same day. (On reference to his tally-book, the bales were found to have been delivered, one on the 6th, the other on the 7th September.) These entries were made when the bales were leaving the ship's side. I am not particular about making the marks, so long as I know them myself. I check them off into another book at night. An extra purchase was used to get up these bales. I think iron was lifted with the same purchase afterwards. When one boat is loaded I am in the habit of looking over the ship's side to see the number or letter on the next boat. I recollect these bales having been put into Wheelock's boats, both from my own personal recollection and from the entries made at the time.

To Mr. COOPER:—I have been a tide-waiter in Shanghai for three years and a half. I have nothing to do with the cargo boats. I saw every boat that took cargo from this vessel. I generally do so. Sometimes it is the case that the mate keeps tally for me while I am away, and I for the mate. I think the mate was below and had his book with him at the time this bale was taken up. He did not then take the tally from me. I think I was standing aft of the gangway at the time. I don't think I was absent altogether. In steamers they sometimes deliver into three cargo boats at once. In sailing vessels I never recollect seeing more than one loaded at a time. I do not know how many boats were alongside at the time. (In witness's tally-book one of the totals including this bale was marked 88, while the true total was 89.)

To the COURT:—This must have been a mistake on my part. I am still ready to swear that the 89 packages went into the boat. I think Wheelock & Co.'s flag is white ground, with a blue diamond, and I think there is some red about it.

Mr. Myburgh having no more witnesses to examine, the following Chinese witnesses were called by the Court.

HANG SIUNG-A said:—I am the head man in one of Wheelock's boats. I recollect the sixth day of the 8th moon. I received 88 packages of cargo; I don't recollect on which day. I received them from a three-masted vessel painted white. I never received any other cargo from this ship. The louda wrote this character (the signature in the mate's tally book). I think there was a piece of cloth and the rest were boxes. Some were the size of this witness box. I saw the louda making this signature.

KEN-YU-TANG, *louda of the boat, said*:—I recollect making the signature (in the mate's book). I wrote it as a receipt for eighty-eight pieces of cargo. I received 88 pieces and no more. Some were cases of wine and others boxes. I did not see any bales. I do not recollect the date. I counted them on board the boat while alongside the large vessel, and when I came to the jetty the compradore counted them. Directly after being counted they were delivered.

Mr. MYBURGH, in the course of summing up the evidence for the defendant, said that having conclusively proved that the bale of goods the subject of the action had been delivered into Messrs. Wheelock & Co.'s boat, the defendant had furnished a complete defence to the plaintiff's action. The contract for the carriage and delivery of the bale of goods was the Bill of Lading which the defendant had signed. This Bill of Lading contained an express stipulation that the goods named therein should be taken from alongside the ship at consignee's expense and risk. Indeed, had there been no express stipulation to this effect, and in the absence of a custom to the contrary, the master's liability in respect of goods ceases the moment they are taken out of the ship's tackle and put into the consignee's boat. There was no allegation on the part of the plaintiff that there was a custom in Shanghai extending the master's liability until the goods reached the shore. Such a custom would be unreasonable and unjust, and would not be held valid in a court of law. The most extraordinary feature in this case was the attempt made by the plaintiff to saddle the defendant with the loss he had suffered in consequence of the negligence or fraud of Messrs. Wheelock & Co. servants. It was idle in the plaintiff to say that because Messrs. Wheelock & Co. insert a condition in their boat-note in which they warn masters of ships that they will not be liable for good, not mentioned in the boat-note although delivered to their servants, therefore the defendant in this case is liable, his chief officer not having given the number and mark of the particular bale of goods in the boat-note he signed and delivered. There is no legal obligation on the officer of a ship to sign a boat-note containing such conditions, and his doing so does not increase the master's responsibility. This is an attempt to engraft a new contract for which there is no shadow of consideration on the original contract. The conditions in the boat-note are clearly not binding upon the defendant, who had performed his part of the contract with the plaintiff by delivering the bale of goods into Messrs. Wheelock & Co.'s boat. If the Court considered that the defendant had proved such delivery he was entitled to judgment.

Mr. COOPER said:—There were two things to be decided:—whether there was any delivery of the goods in question, and, if there was, whether it was into Messrs. Wheelock & Co.'s boat. He (Mr. Cooper) thought there was no evidence to prove that it had actually been received. Besides, there was a discrepancy in the statements of the chief officer and the tide-waiter. The mate in his evidence declared that he saw the bale going over the side of the vessel, while the tide-waiter said that the latter was down below at the time. From the fact, moreover, of the Master of the ship having agreed to have the advertisement put into the paper, it was evident that he thought it at least possible that it had been put into another boat. Without wishing to reflect any discredit on the testimony of his friend's, witness, he certainly thought there was something mysterious in the fact of the tide-waiter's total making eighty-eight while the total of the goods entered was eighty-nine. Then, it was not only necessary that the bale should have been put into one of Messrs. Wheelock & Co.'s boats but into one particular boat, and none of the witnesses seemed to know its number or anything about it. The boat cannot be identified as the boat authorised to receive it, and the goods may have been delivered into any other boat. If goods were to be put into any boat from a vessel and the responsibility of the vessel then cease, merchants would have no protection against fraud. The question was who was to pay, and he certainly considered that Messrs. Wheelock & Co. could not be to blame. The mate must have known the nature of the boat-note; that it was intended to prevent fraud, and therefore for this carelessness he was responsible and, through him, the master and owners.

JUDGMENT.

The Court considers that the Defendant has not proved delivery of the missing bale marked three I's No. 17, and is therefore responsible for its value. The Court does not hold that the chief officer of the *Canadian* was bound to fill in the boat note sent by Messrs. Wheelock & Co. but having done so, and having made no mention of the bale in question, while he was careful to particularise the delivery of 88 other packages, the said note is *primâ facie* evidence that the missing bale was not delivered with the other 88 packages, and the Defendant has failed to convince the Court by other evidence that the said bale was put into Wheelock & Co's boats as is alleged.

This decision does not carry in the mind of the Court any other imputation against the character of the Chief officer than that of carelessness, caused possibly by the haste and difficulties attending the discharge of his duties. The Court has to bear in mind, however, that this want of care on his part was calculated to mislead Messrs. Wheelock & Co., and to deprive them of the opportunity of otherwise tracing the missing property, as it amounted to an assurance from the person most qualified to give it, that no other goods than those named in the boat-note had been given into the charge of their servants. The judgment of the Court is, therefore, for the Plaintiff, with costs.

INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.

LONDON.

ESTABLISHED IN 1782.

Trustees & Directors:

DECIMUS BURTON, Esq.
TRAVERS BUXTON, Esq.
OCTAVIUS EDWARD COOPE, Esq.
WILLIAM COTTON, Esq.
JOHN DAVIS, Esq.
GEORGE ARTHUR FULLER, Esq.
CHARLES EMANUEL GOODHART, Esq.
JAMES ALEXANDER GORDON, Esq.
EDWARD HAWKINS, Jun., Esq.
KIRKMAN D. HODGSON, Esq., M.P.
WILLIAM JAMES LANCASTER, Esq.
JOHN DORRIEN MAGENS, Esq.
JOHN TIMOTHY OXLEY, Esq.
BENJAMIN SHAW, Esq.
WM. JAMES THOMPSON, Esq.
HENRY HEYMAN TOULMIN, Esq.
MATTHEW WHITING, Esq.

INSURANCES against Loss by Fire are effected by the PHŒNIX COMPANY upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company are prepared to insure Buildings, Merchandise, Goods, and Property against Fire for *large amounts.*

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.
26ma-65 387 Yokohama, 3rd Mar., 1864.

HOME AND COLONIAL ASSURANCE COMPANY,

LIMITED.

Capital, £2,000,000,

In 40,000 Shares of £50 each. With Power of Increase.

£1,000,000 Issued.

Governor: JOHN PATERSON, Esq.
Deputy-Governor: ALEXANDER FRASER, Esq.

MARINE BOARD.

Directors:

Chairman: JAMES ANDERSON, Esq., (Messrs. Anderson, Thomson & Co.)
Deputy-Chairman: JAMES MCMASTER, Esq., Director of the Merchant Banking Company (Limited.)
William Patrick Adam, Esq., M. P., Blair Adam, Kinrosshire.
William Frederick Baring, Esq., Director of the Bank of Hindustan.
Stephen Busk, Esq., Director of the Merchant Banking Company.
William Duthie, Esq., Director of the Standard Bank of British South Africa.
Alexander Fraser, Esq., (Maclaine, Watson & Co., of Batavia.)
Lewis Fraser, Esq., (Maclaine, Fraser & Co.,) Singapore.
Clark Irving, Esq., Hyde Park Square.
Duncan James Kay, Esq., (Kay, Finlay & Co.,) London.
James Lyall, Esq., (Lyall, Rennie & Co.,) Calcutta.
T. W. L. Mackean, Esq., London, Chairman of the Bank of British Columbia.
Brinsley de Coursey Nixon, Esq., Queen's-gate-gardens.
Augustus Henry Novelli, Esq., (Novelli & Co.,) London and Manchester.
John Paterson, Esq., Director of the Alliance Bank.
Felix Pryor, Esq., (of the late firm of H. and J. Johnston & Co.)
John Swindell, Esq., (Swindell & Matthews,) Mincing Lane.
Henry Thurburn, Esq., 5, Queensborough Terrace.
James Wyllie, Esq., (Gladstone, Wyllie & Co.,) Calcutta.

Underwriter.

J. J. Choisy, Esq.,

Bankers.

London: The Alliance Bank, Lothbury.
" The Consolidated Bank, Fenchurch Street.

Offices.

69, Cornhill.

Agents.

Liverpool.—Messrs. Thomson, Finlay & Co.
Bombay—Messrs. Finlay, Scott & Co.
Kurrachee—Messrs. Finlay & Co.
Madras—Messrs. Binny & Co.
Calcutta—Messrs. Gladstone, Wyllie & Co.
Rangoon—Messrs. Gladstone, Wyllie & Co.
Singapore—Messrs. Maclaine, Fraser & Co.
Penang—Messrs. Fraser & Co.
Batavia—Messrs. Maclaine, Watson & Co.
China—Messrs. Turner & Co.
Mauritius.—Messrs. Scott & Co.

The undersigned having been appointed Agents for the above Company in China, are prepared to issue Policies upon Marine Risks, at current rates of premium.

TURNER & Co.
tf 480 Shanghai, 26th July, 1864.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1,—On Buildings or on their contents.
2.—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

INSURANCES.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Tzechuhlin, Tientsin.

SMITH, KENNED & Co.
tf Shanghai, 25th August, 1862.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co., *Managers.*
ESTABLISHED 1847.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
2jy-65 465 Nagasaki, 1st July, 1864.

AUSTRALASIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)

MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.
tf 308 Shanghai, 4th December, 1863

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 ROYAL EXCHANGE AVENUE, LONDON.

CAPITAL,... 2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY INCORPORATED BY ROYAL CHARTER AND ACT OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kinkiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company has been transferred to The HOME & COLONIAL ASSURANCE COMPANY, LIMITED who will settle all claims on policies issued by the first named Company.

TURNER & Co.,
Agents
tf 479 Shanghai, July 26th, 1864.

THE LANCASHIRE INSURANCE COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. ADAMSON & Co. Agents for the Company at Shanghai.

By Order,
GEORGE STEWART,
General Manager.
tf 240 Manchester, July 1863.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

FOR SALE.

FOR SALE.

GIESLER'S Creaming Champagne, Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

WORKS ON SALE.

At the Presbyterian Mission Press.

BROWN'S COLLOQUIAL JAPANESE or Conversational Sentences in English and Japanese, ... $6.00.
Martin's ANALYTICAL READER, a Short Method for Learning the Chinese written Language, ... $4.00.
EDKINS' MANDARIN GRAMMAR—a Grammar of the Chinese Colloquial Language commonly called the Mandarin Dialect, ... $5.00
EDKINS' PROGRESSIVE LESSONS in the Chinese spoken language .... $2.00.
Culbertson's China or DARKNESS IN THE FLOWERY LAND, ... $1.00.
Hernisz's Guide to Conversation in the English and Chinese Languages, ... $3.00.
Macgowan's Phrases in the Shanghai Dialect, ... $5.00.
27ju-65 163 Shanghai, 27th June, 1863.

FOR SALE.

SHERRY Yasi's in 2 & 5 doz. cases,		Tls. 8 p. doz.
Port,	.. ..	8 „
Champagne, in 1	.. .. ..	12 „
Claret (Barton & Guestier's)		
St. Julien, in 1-doz. cases,	„	8 „
Medoc,	1 „ „	5 „
Cognac Brandy,	1 „ „	10 „
do. do.	1 „ „	6 „
India Pale Ale,	4 .. casks ..	2 „

CHAPMAN, KING & Co.
tf 223 Shanghai, 12th September, 1863.

BANKS.

THE Oriental Bank Corporation.

(INCORPORATED BY ROYAL CHARTER, 30TH AUGUST, 1851.)

PAID-UP CAPITAL, £1,260,000.
RESERVED FUND, £252,000.

COURT OF DIRECTORS.

HARRY GEORGE GORDON, Esq., *Chairman.*
WILLIAM SCOTT BINNY, Esq., *Deputy-Chairman.*
JAMES BLYTH, Esq.
JOHN LOWIS BONHOTE, Esq.
WILLIAM WALTER CARGILL, Esq.
ALEXANDER MACKENZIE, Esq.
LESTOCK ROBERT REID, Esq.
PATRICK F. ROBERTSON, Esq.
CHARLES J. F. STUART, *Chief Manager.*
PATRICK CAMPBELL, *Sub-Manager.*

BANKERS.

BANK OF ENGLAND.
UNION BANK OF LONDON.

AGENTS IN SCOTLAND.

NATIONAL BANK OF SCOTLAND.
COMMERCIAL BANK OF SCOTLAND.
R. DUNDAS CAY, 23, St. Andrew Square, Edinburgh.

AGENTS IN IRELAND.

PROVINCIAL BANK OF IRELAND.
THE NATIONAL BANK.

HEAD OFFICE: THREADNEEDLE STREET, LONDON, E.C.

SHANGHAI AGENCY.

Banking.

THE Corporation receive money on Deposit, re-payable on demand, upon which no interest is allowed.

They also receive money on Fixed Deposit, re-payable at Twelve Months Notice, upon which interest at Five per cent per annum is allowed.

They discount Bills and Notes payable in Shanghai, having at least two approved names unconnected in general partnership, and they make advances upon Bullion and Goods not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months sight; and they grant Circular Notes for the use of travellers, negociable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and Branches of the Corporation at Hongkong, Yokohama, Bambay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Agent

D. McLEAN,
Acting Agent.
tf 490 Shanghai, August, 1864.

NOTICE.

THE Copartnership, in the Banking business heretofore existing between EUGENE KELLY, of the City of New York, and JOSEPH A. DONOHOE, WM. C. RALSTON, and RALPH S. FRETZ, of San Francisco, under the firm name of EUGENE KELLY & Co., New York, and DONOHOE, RALSTON & Co., San Francisco, will cease on the *First Day of July*, 1864, EUGENE KELLY and JOSEPH A. DONOHOE withdrawing from the Copartnership.

The business will be settled in New York by EUGENE KELLY, and in San Francisco by WM. RALSTON and R. S. FRETZ.

EUGENE KELLY,
[Per J. A. Donohoe, Attorney.]
JOSEPH A. DONOHOE,
WM. C. RALSTON,
R. S. FRETZ.
San Francisco, June 13th, 1864.

The undersigned, calling attention to the foregoing card, giving notice that they will continue the business of the above Copartnership under the firm name of FRETZ & RALSTON, until the *Fifth Day of July*, 1864, when the same will be transferred to THE BANK OF CALIFORNIA, whose official circular is hereunto annexed.

WM. C. RALSTON,
R. S. FRETZ.
San Francisco, June 18th, 1864.

THE BANK OF CALIFORNIA

INCORPORATED UNDER THE LAWS OF THE STATE.

Capital Stock (paid up in gold coin)

$ 2,000,000!

WITH THE P IVILEGE OF INCREASING
—TO—

$ 5,000,000!

STOCKHOLDERS.

SAN FRANCISCO.

D. O. MILLS,
WM. C. RALSTON,
R. S. FRETZ,
J. B. THOMAS,
LOUIZ McLANE,
ASA T. LAWTON,
WM. E. BARRON,
THOS. BELL,
JNO. O. EARL,
WM. NORRIS,
J. WHITNEY, JR.,
O. F. GIFFIN,
WM. ALVORD,
JOSEPH BARRON,

A. J. POPE,
HERMAN MICHELS,
FREDERICK BILLINGS,
GEORGE H. HOWARD,
H. F. TESCHEMACHER,
A. HAYWARD,
MOSES ELLIS,
A. B. McCREARY,
R. M. JESSUP,
SAMUEL KNIGHT,
A. C. HENRY,
J. C. WILMERDING,
ALPHEUS BULL,
H. W. CARPENTIER.

Portland, Oregon.

JACOB KAMM.

D. O MILLS.................*President.*
WM. C. RALSTON,.........*Cashier.*

BANKS.

Correspondents in New York, LEES & WALLER, No. 33, Pine Street.
Correspondents in London, BANK OF LONDON.

The above named corporation has been organized for the purpose of carrying on the Banking and Exchange business, in all its branches, in this city, and with the interior of this State, the neighboring State and Territories, and with Mexico; also, with the Atlantic cities, Europe, China, and the East Indies; for which it is provided with ample facilities.

With the view of giving to the business of the corporation all the efficiency and promptitude of a private banking firm, together with that confidential seclusion of private business matters so generally desired, the immediate management of its affairs is committed exclusively to D. O. MILLS and W. C. RALSTON, as President and Cashier respectively, to whom, or either of them, the customers of the Bank will apply on all business matters.

Trustees:

D. O. MILLS,
LOUIS McLANE,
WM. NORRIS,
JOHN O. EARL,
HERMAN MICHELS,

W. C. RALSTON,
J. B. THOMAS,
THOMAS BELL,
A. J. POPE,
O. F. GIFFIN,

JAS. WHITNEY, JR.

17de 508 San Francisco, July 5th, 1864.

ASIATIC BANKING CORPORATION.

INCORPORATED BY ROYAL CHARTER.
Authorised Capital £2,000,000.
Subscribed Capital £500,000 of which £300,000 is paid, and remainder in course of being called up.
Head Office—No. 4 Lombard Street.

BOARD OF DIRECTORS.

Francis Boykett, Esq., Chairman (Messrs. Timothy Wigging and Co.)
J. A. Russell, Esq., Deputy-Chairman (Messrs. Grey and Coles, and Grey and Co., Bombay.)
Thomas Cardwell, Esq., (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay.)
Charles A. Fearon, Esq., (Messrs. Fearon and Co., late of Messrs Augustine Heard and Co., China.)
William Maitland, Esq., (Messrs M'Killop, Stewart and Co., Calcutta.)

COMMITTEE IN BOMBAY.

The Hon. Michael H. Scott (Messrs. Ritchie, Steuart, and Co.)
Robert Hannay, Esq., (Messrs. Grey and Co.)
Cowasjee Jehanghier, Esq.
GENERAL MANAGER.—Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India, London and China.

BANKERS,

The Bank of England.
The London Joint Stock Bank.
BROKERS—Messrs. Foster and Braithwaite.
SOLICITORS—Messrs Freshfields and Newman.

AUDITORS.

Messrs Coleman, Turquand, Youngs and Co.

Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.

The Corporation will shortly be prepared to grant Drafts, and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

6fe 485 6th August, 1864.

MISCELLANEOUS.

SAUCE.—LEA AND PERRINS' WORCESTERSHIRE SAUCE.

PRONOUNCED
BY
CONNOISSEURS
TO BE THE
ONLY GOOD SAUCE AND APPLICABLE
TO
Every Variety of
DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made.

CAUTION.

LEA AND PERRINS

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with SPURIOUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

⁂ Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. CROSSE & BLACKWELL; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

31de 318 Dec. 24 1863.

SCREW AND PADDLE STEAMERS, &c.

G. H. HARRINGTON & Co. MARINE ARCHITECTS, ENGINEERS AND SURVEYORS, 27, Leadenhall Street, London E. C.

Contracts entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in China, &c.

6fe-65 492 13th Aug., 1864.

MISCELLANEOUS.

Established 1814.

SLATE BILLIARD TABLES,

SOLID OR OTHERWISE, TO SUIT ALL CLIMATES.
BY APPOINTMENT.

MESSRS. THURSTON & CO.,
BILLIARD TABLE MANUFACTURERS,
TO HER MAJESTY THE QUEEN, AND H.R.H. THE PRINCE OF WALES,
14, *Catherine Street, Strand, London,*
AND AT SALISBURY WHARF, ADELPHI, W.C.

Cloths of the finest texture. Balls of superior and well-seasoned Ivory turned on the truest Mechanical principles.

Inventors and Manufacturers of

THE CENTRAL REVOLVING LAMP,
Being the best Light ever constructed for Billiard Tables.

THE GAME OF BILLIARDS,
By Edwin Kentfield, of Brighton,
London; Published by the Proprietors,
THURSTON & Co.
1au-65 493 Shanghai, 13th Aug., 1864.

AMMUNITION.

Eley's Ammunition

OF EVERY DESCRIPTION

For Sporting or Military Purposes.

DOUBLE Waterproof Central Fire Caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges for "Lefaucheux" Revolvers of 7, 9, and 12 milimetres.

Jacob's Rifle Shell Tubes, Cartridges and Caps for Colt's.

Deane's, Tranter's, Adams', and other Revolvers.

BALL CARTRIDGES

For Enfield, Whitworth, and Henry's Rifles, also for Westley Richard's, Terry's, Wilson's, Prince's, Deane's, and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

ELEY BROS., Gray's-Inn-Road, London, W. C.
[WHOLESALE ONLY.]
1au-65 494 o-a-f 13th Aug., 1864.

WATSON, CLEAVE & Co.

Chemists & Druggists,
NANKIN ROAD, NEAR THE BUND,
SHANGHAI.
大 藥 房
tf 512 Shanghai, 1st October, 1864.

N. BIRKENSTAEDT & CO.,

ARCHITECTS AND CIVIL ENGINEERS.
SIN-TUK-KEE, FOOCHOW ROAD.
tf 475 Shanghai, 23rd July, 1864

JOHN GAVIN,

CIVIL ENGINEER AND ARCHITECT.
HANKOW.
tf 405 9th March, 1863.

A. MARKS and Co.,

Auctioneers and Commission Agents.
YOKOHAMA,
JAPAN.
tf 264 Yokohama, 5th October, 1863.

McKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.
YANG-KING PANG,
SHANGHAI.

WHITFIELD & KINGSMILL,

CIVIL ENGINEERS AND ARCHITECTS.
Yew-hun.

Orders received for Machinery and Iron work of all descriptions to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.

tf 34 Shanghai, 23rd January, 1863.

HALL & HOLTZ.

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,
D'AGUILAR STREET,
tf HONGKONG.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.
Yang-king-pang, Corner of Rue Montauban.
tf Shanghai, 4th April, 1862.

Edited by R. ALEXANDER JAMIESON.
Printed & Published every Saturday, at the North-China Herald Office, Shanghai.]

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SUPPLEMENT

TO THE

"NORTH-CHINA HERALD," DECEMBER 17, 1864.

SHANGHAI TEA, SILK, COTTON AND OPIUM RETURNS. FOR SEASON 1864–1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN.

Ship.	*Cleared*	*Destination*	*Congou.*	*Souchong.*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun Powder.*	*Total Green.*
l as per last	Report.........	....	239707.44	40.32	8.64	133.96	168.00	240058 36	- 775.13	106.73	17012 24	2729.32	303.30	1772.25	5657.83	15687.86	44044.66
ga	Dec. 10	Liverpool	1278.81	..	...	...	...	1278.81	...	...	228.14	39.14	...	..	44.19	78.63	390.10
			...	...	...	...	...	...	. .	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs........	240986.25	40 32	8.64	133.96	168.00	241337.17	775.13	106.73	17240.38	2768.46	303.30	1772.25	5702.02	15766 49	44434.76

HONGKONG AND COAST PORTS.

Ship	*Cleared*	*Destination*	*Congou*	*Souchong*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hysom.*	*Hyson Skin.*	*Twankay.*	*Imperial.*	*Gun Powder.*	*Total Green.*
al as per last	Report.........	....	3552.79	0.90	...	119.00	2924.36	6597.05	182.74	171.52	84.51	1412.41	...	...	0.22	14.18	1865.58
mbarton....	Dec. 2	Hongkong	2.41	...	...	...	...	2.41	...	...	...	...	...	...	...	...	...
iflamme......	,, 9	do.	...	...	...	...	...	...	...	...	...	28.08	...	...	...	...	28.08
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	..	...	...	...	...
		Piculs.........	3555 20	0.90	...	119 00	2924.36	6599.46	182.74	171.52	84.51	1440.49	...	..	0.22	14 18	1893.66

UNITED STATES.

Ship.	*Cleared.*	*Destination.*	*Congou.*	*Souchong.*	*Oolung.*	*Flowery Pekoe.*	*Brick.*	*Total Black.*	*Japan Unclassed.*	*Sorts.*	*Young Hyson.*	*Hyson.*	*Hyson Skin.*	*Twankay.*	*Imperial*	*Gun Powder.*	*Total Green.*
tal as per last	Report.........	...	...	...	...	...	...	...	...	...	853.01	208.47	110.60	130.53	389.15	99.94	1791.70
ra Babuyan,	. Nov. 22	New York.	1.74	...	...	...	...	1.74	40.00	448.92	1630.12	59.08	...	418.92	698 70	34.50	3330.24
			1 74	...	...	...	..	1.74	40 00	448 92	2483.13	267.55	110.60	549 45	1087 85	134.44	5121.49

SILK.

GREAT BRITAIN.

Ship	*Cleared*	*Destination*	*Raw*		*Thrown*		*Total*		JAPAN *Re-exports*		*Transhipment*		*Coarse.*		*Refuse*		*Cocoons*	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls.	Bales	Piculs	Bales	Piculs
Total as	per last	Report......	7695	6130 67	10	9 92	7705	6140.50	209	154.71½	1466	1187 62	21	23.09	570	1079.69	......	
Diligentia ..	Dec. 6	London	..	..	......		..	..	..	..	..	..	....		8	17.58	..	..
			..	..	......		..	..	..	..	..	..	....		..	..	......	
			..	..	......		..	..	..	..	..	..	....		..	..	......	
			..	..	......		..	..	..	..	..	..	....		..	..	......	
			..	..	......		..	..	..	..	..	..	....		..	..	......	
			7695	6130.67	10	9 92	7705	6140.59	209	154 71½	1466	1187 62	21	23.09	578	1097 27	......	

HONGKONG.

Ship	*Cleared*	*Destination*	*Raw*		*Thrown*		*Total.*		JAPAN *Re-exports*		*Transhipments*		*Coarse*		*Refuse*		*Cocoons*	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls	Pls	Bales	Piculs	Bales	Piculs
Total as per	last Re	port	10438	8302.74	7	7.20	10445	8309.94	164	119.76½	1134		7	7.53	....		87	130.00
Oriflamme	Dec. 9	Hongkong	1	.27	....		1	27	....		....			..	....			....
			.....		....		....		....		....			..	....			....
			10439	8303 01	7	7 20	10446	8310.21	164	119.76½	1134		7	7.53	....		87	130.00

COAST PORTS.

Ship.	*Cleared.*	*Destination*	*Raw.*		*Thrown*		*Total.*		JAPAN *Re-exports*		*Transhipments*		*Coarse*		*Refuse*		*Cocoons*	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls	Bales	Piculs	Bales	Piculs
Total as	per last	Report....	36	29.05	....		36	29.05	....		....		..	3.50	2	1.22	1	1.05
Chanticleer,	Nov. 29	Foochow ..	..	..	....		..	..	....		....		3	2 45	....			....
			..	..	....				....				..	..	....			....
			36	29.05	....		36	29 05	....		....		7	5.95	2	1 22	1	1.0

UNITED STATES.

Ship	*Cleared*	*Destination*	*Raw.*		*Thrown*		*Total*		JAPAN *Re-exports*		*Transhipments*		*Coarse*		*Refuse*		*Cocoons*	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls	Bales	Piculs	Bales	Piculs
Total as per	last Rep	ort..	98	78 35	....		98	78.35	74	55.90	9			..	....			....
C. Babuyan	Nov. 22	New York	..	.....	....		..	.....	....		....			..	43	32.76		....
			98	78 35	....		98	78 35	74	55 90	9			..	43	32 76		....

THE CONTINENT.

Ship.	*Cleared*	*Destination*	*Raw*		*Thrown*		*Total*		JAPAN. *Re-exports*		*Transhipment*		*Course*		*Refuse*		*Cocoons.*	
			Bales.	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls	Pls.	Bales	Piculs	Bls.	Pls.
Total as	per last	Report....	832	672.02	......		832	672.02	....		23	16 68	....		....		....	
Aden......	Nov. 22	Marseilles	341	269.40	......		341	269 40	...		....		....		....		....	
Cadiz......	,, 29	do.	139	110.97	......		139	110 97	73	56 68	....		....		....			8.88
			1,312	1,052 39	......		1,312	1,052.39	73	56 68	23	16 68	....		....			8 88

MANILA.

Ship.	*Cleared*	*Destination*	*Raw.*	
Total as per	last Re	port	29	24 20
Denia.......	Dec. 2	Manila	30	24.00
			59	48 20

COTTON.

Ship.	Cleared	Great Britain.			Hongkong.			Coast Ports.			India.			America.			Total.
		Export	Re-export	Transhipped	Export	Re-export	Transhipped	Export	Re-export	Transhipped	Export	Re-export	Tran-shipped	Export	Re-export	Tran-shipped	Piculs.
Total as per last Report	....	94,121	38,394	84	20.674	5,866	1,369	35,236	1,985	102	..	..	..	..	..	..	197,831
Herzog Ernst	Dec. 9	..	..	..	161	..	..	..	..	..	..	..	..	..	..	..	161
Brami	„ 9	...	..	..	..	..	..	518	..	..	..	..	..	..	..	..	518
Elizabeth	„ 10	..	..	..	..	..	..	960	..	..	..	..	..	..	..	..	960
Coringa	„ 10	3,293	1,859	..	..	..	..	..	..	..	..	..	..	..	..	..	5,152
Ceres	„ 12	..	..	..	..	..	..	95	..	..	..	..	..	..	..	..	95
Mona	„ 14	..	..	..	..	..	..	463	..	..	..	..	..	..	..	..	463
L'Anversois	„ 16	..	..	..	..	..	..	731	..	..	..	..	..	..	..	..	731
		97,414	40,253	84	20,835	5,866	1,369	38,003	1,985	102	..	..	..	..	..	..	205,911

OPIUM.

From July 1st to December 10th, 1864.

IMPORTED.

	Malwa.		Patna and Benares.		Persian.	
	Chests.	Weight.	Chests	Weight.	Chests	Weight.
Total as per last Report	9572½	9572.50	3467	3160 40	36½	36.50
Imported and stored on board Receiving Vessels,	736	736.00	338	405.60	..	..
Imported direct to the shore..	2	2.00	...	...	..	..
Total..	10310½	10310.50	3805	3566.00	36½	36 50

Landed from Receiving Vessels and intended chiefly for Local consumption.	Malwa.		Patna and Benares.	
	Chests.	Weight.	Chests.	Weight.
Total as per last Report	3462	3458.25	3608	4429.06
From Dec. 3rd to Dec. 10th...	121	121.00	133	159.60
Total	3583	3579.25	3741	4588.66

RE-EXPORTED.

Description.	Chinkiang.		Kiukiang.		Hankow.		Chefoo.		Tientsin.		Newchwang.		Ningpo.		Foochow.		Hongkong.		Takao.		Total.	
	Chests.	Weight	Chests.	Weight	Chests.	Weight.	Chests.	Weight	Chests.	Weight	Chests.	Weight	Chests	Weight.	Chests.	Weight.	Chests.	Weight.	Chests.	Weight	Chests.	Weight.
Total as per last Report	972½	972 70	1161½	1161 90	869½	876 90	424	425.60	1798½	1809.70	292	292 20	1194	1212.15	5	5.00	2	1.00	11	13 20	6730	6770.95
Malwa	41	41.00	68	68.00	92	92 00	..	..	..	..	..	..	19	19.00	..	..	..	..	..	..	220	220.00
Patna & Benares	..	..	..	..	9	10.80	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	10.80
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	1013½	1013 70	1229½	1229.90	970½	979 70	424	425.60	1798½	1809.70	292	292 20	1213	1231.15	5	5.00	2	1 60	11	13.20	6959	7001.75

ADVERTISEMENTS.

HOUSES & LAND.

NAGASAKI.

TO Let, a dwelling House pleasantly situated on the Sagaramatre hill, particularly well adopted for invalids, or families intending to spend the summer there.

The House consists of four reception Rooms on the ground floor and four bed rooms upstairs.

Kitchen, good offices, large gardens, all in complete order.

For particulars apply to

BUISSONNET & Co.,
Shanghai.
PIGNATEL & Co.,
Nagasaki.

tf 458 Shanghai, 18th June, 1864

MISCELLANEOUS.

CURES OF ASTHMA AND COUGHS,
BY
DR. LOCOCK'S PULMONIC WAFERS.

FROM Mr. LEITH, Chemist, 95, Baker-st., Stirling, March 10, 1863. "I find your Wafers give great satisfaction and I can recommend them with greater faith than ever." They give instant relief and a rapid cure of asthma, consumption, coughs, colds, and all disorders of the throat and lungs. They have a pleasant taste. 1s. 1½d. and 2s. 9d. per box, by all druggists.

o (1) 522 October 17th, 1864.

NOTICE.

ADVERTISERS are particularly requested to send in Circulars Notices, Advertisements, &c., intended for the morning issue, as early on the Afternoon or Evening of the preceding day, as is possible.

Much delay and inconvenience would be avoided if all communications on business were addressed to *The North-China Herald Office*, and not to individuals by name.

As the Settlement has become so extensive, those of our subscribers who desire to get their papers early, would do well to send their own coolies to this Office at 8 o'clock A.M.

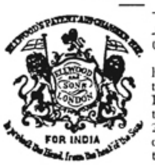
tf *Shanghai, 1st Oct.*, 1863.

COPPER-PLATE PRINTING.

CARDS Printed from ENGRAVED COPPER-PLATES at the *North-China Herald* Office.

Shanghai, May, 1863.

CAUTION.



ELLWOOD'S PATENT AIR-CHAMBER HATS.

The Patentees having established the validity of their Patent, in an action tried on the 20th and 21st days of June instant, in the Court of Common Pleas at Westminster, before Lord Chief Justice Erle and a Special Jury, in which Ellwood and another of No. 24, Great Charlotte Street, Blackfriars Road, in the Borough of Southwark, Wholesale Hat Manufacturers, were Plaintiffs; and Christy and others of No. 35, Gracechurch Street, in the City of London, also Wholesale Hat Manufacturers, were Defendants; and the Jury having by their Verdict found, that the above named Defendants had infringed the Plaintiffs' Patent, and that the Invention was new in England and in India, at the date of the Letters Patent. We, the above named Plaintiffs, do hereby give notice to all Manufacturers, Dealers in, and Sellers of Hats, Caps, or Helmets, that we shall proceed by Suit in Chancery, against all persons so manufacturing, dealing in, or selling Hats, Caps, or Helmets, constructed on the principle of "ELLWOOD'S PATENT AIR-CHAMBER HAT;" unless the previous consent of the Patentees be obtained, at the same time reserving to ourselves the right of taking proceedings against prior Infringers.

Dated this 24th day of June, 1864.

JOHN ELLWOOD & SONS,
24, GREAT CHARLOTTE STREET, BLACKFRIARS ROAD, SOUTHWARK.
Patentees for Air-Chamber Hats.

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either Ellwood and Son's, or the seller's name in the shield.

10sep-65 502

From "The Times and Daily Papers," June 21st and 22nd, 1864.

INFRINGEMENT OF PATENTS.
COURT OF COMMON PLEAS,
WESTMINSTER, JUNE 20TH AND 21ST.
(Sittings at Nisi Prius, at Westminster, before the Lord Chief Justice ERLE *and a Special Jury.)*
ELLWOOD AND ANOTHER v. CHRISTY AND OTHERS.

Mr. Hindmarsh, Mr. Webster, and Mr. T. Ashton were counsel for the plaintiffs; and Mr. Bovill, Sir G. Honyman, and Mr. Murray for the defendants.

This was an action for the infringement of a patent for a double ventilating solar hat made for India, of which the plaintiff was the assignee.

The plaintiffs are hat manufacturers in Great Charlotte-street, Blackfriars-road, and the defendants are in the same way of business in Gracechurch-street. The invention was thus described in the specification of the patent:—"Each hat is composed of two parts, leaving a space or chamber between them, so that in hot climates the heat of the sun acting on the exterior of a hat shall not pass to the head of the wearer, but be greatly modified by the non-conducting properties of the air in the space or chamber. This space may be either closed, or it may have passages for air to enter and also to pass away."

The defendants pleaded "Not guilty," traversed that the plaintiff was assignee, and alleged that the invention was not new.

The jury, after considering the matter for an hour and a half, found that the defendants had infringed the plaintiffs' patent, and that the principle of the patent was new in 1851, both in England and in India.

Verdict for the plaintiffs.

tf 503

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18ju-65 454 June 18th, 1864.

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Purveyors to the Queen,
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manufactures, which from their great superiority have become so universally celebrated, are obtainable from every respectable Provision Dealer in all parts of the world. Purchasers should insist upon having C. & B.'s genuine articles when they ask for them, as it is not unusual for unscrupulous dealers to substitute inferior preparations.

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JAMS AND JELLIES, Marmalade, Fruits in Syrup, Crystalized Fruits. Prepared Calf's-feet and other table Jellies; Vanilla and other Creams.

PURE MUSHROOM CATSUP. Essence of Anchovies, Harvey's, Reading, Soho, Royal Table, and other choice Sauces. Essence of Coffee. Flavouring Essences. White Wine Vinegar. Durham Mustard.

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POTTED MEATS, Anchovy Paste, Bloater Paste. Patent Preserved Hams, Cheese, Bacon, &c. Oxford and Bologna Sausages. Yorkshire Game Patés, Yorkshire Pork Patés. Mackarel in Sauce, Kippered Herrings, Pickled Salmon in Bottles, Fried Eels, Herrings à la Sardines. Blackwall Whitebait, Fresh Oysters, Asparagus, and a great variety of other table requisites and delicacies, particulars of which will be found in their detailed Lists.

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OSTEOEIDON.
PATENT, MARCH 1st, 1862.

MESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, with soft flexible gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for warm climates.

MESSRS. GABRIEL,
THE OLD ESTABLISHED
DENTISTS,
Diploma 1815.
27, HARTLEY STREET, CAVENDISH SQUARE,
and
34, LUDGATE HILL (over BENSON'S) LONDON:
LIVERPOOL: 134, DUKE STREET.
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Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

GABRIEL'S CELEBRATED ODONTALGIQUE, for restoring and preserving the Teeth, 10s. 6d. and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 5s. and 10s. 6d. per packet; and the Gutta Percha 1s. 6d. per box.

GABRIEL'S Practical Treatise on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.

26ma-65 389 March 26th, 1864

At the North-China Herald Office.

- Bills of Lading per ship.
- Charter Parties.
- Powers of Attorney, and Wills.
- Protests, English and American.
- Comprador Check Books.
- Shipping Orders, in Book.
- Bills of Exchange, in Book.
- Blank Forms of Custom-house Permits for Shipping and Lading Goods.
- Shipping Article.
- Bill of Sale.
- Declarating of Ownership.
- Ship's Wages List.

SHIPPING INTELLIGENCE.

ARRIVALS.

DATE	VESSELS.	FLAG & RIG.	Tons	CAPTAIN.	FROM	Sailed	CARGO.	CONSIGNEES.
Dec. 8	Saghalin [H I R M	schr		Toplsin	Nicolaefsk			
.. 9	Kiangse	A. str.	574	Simmons	Ningpo	Dec 8		Russell and Co
.. 10	Cadiz	B. str	481	Browne	Hongkong *	.. 4	Mails, &c	E. Warden, Agt. P. & O. Co
.. 10	Fusi-Yama	Br str	2000	McQueen	Hankow			Dent and Co
.. 10	August	Ha. bk	300	Rolfs	Nicolaefsk	Oct 11	Spars	Wm. Pustau and Co
.. 11	Promise	Br str	598	Bain	Tientsin			Smith, Kennedy and Co
.. 11	Confucius	Chi. str		McCaslin	A Cruise			
.. 12	Whampoa	B. str.	115	Batten	Ningpo	Dec 11	General	David Sassoon Sons & Co
.. 12	Kiangse	A. str.	574	Simmons	do	.. 11	do	Russell and Co
.. 12	Satzuma	B. bark	218	Glover	Nagasaki		do	Glover and Co
.. 12	Berlin	Pru. sch	210	Anderson	do		do	Russell and Co
.. 12	Cleopatra	B. schr	199	Young	Hakodadi			Dow and Co
.. 12	Morning Star	B. ship	562	Johnston	L'pool v. Amoy		Coals	Frazar and Co
.. 13	Resolute	B. ship	634	McGilvery	New York			Gilman and Co
.. 13	Dolphin	B. bark	396	Withers	Cardiff			Dent and Co
.. 13	Rattler	H. M. S.						
.. 13	Fortunata	Ha. bk	250	Mattleson	Amoor River	Nov 13	Fish, &c	Gilman and Co
.. 13	Maggie McLean	B bark	272	Stewart	Nagasaki	Dec 4	General	Dow and Co
.. 13	Woodville	B. bark	261	Lawrence	do	.. 9	do	
.. 13	Scylla	H. M. S.		Courtenay	do	.. 4		
.. 13	Hildesheim	Ha. bk	344	Wilder	Swatow	Nov 26	Sundries	Bourjau, Hübener & Co
.. 13	Fei-ma	B. str.	121	Buckland	Ningpo	Dec 12	General	Moses and Co
.. 13	Fire Queen	B. str.		Johnson	Hankow	.. 9	do	Lindsay and Co
.. 14	Kiangse	A. str.	574	Simmons	Ningpo	.. 13	do	Russell and Co
.. 14	Shoocy-leen	B. str.	402	Mann	Amoy, Ningpo	.. 13	do	Dow and Co
.. 14	Java	Da. bk	344	Hohlman	Fuchau			Captain
.. 14	Ocean Jem	B. bark	342	Selley	Hakodadi			Russell and Co
.. 14	Clarendon	B. ship	656	King	Newport			Smith, Kennedy and Co
.. 14	Jeanne & Joseph	Fr bg	149	Fribarren	Ningpo			Buissonnet and Co
.. 14	Clio	B. schr	129	Cargyll	Amoy			Bourjau, Hübener & Co
.. 14	Minerva	Bre. bk	300	Stilliges	San Francisco			Russell and Co
.. 14	Nanzing	B. str.	459	Morrison	T'tsin & Chefoo	Dec 12	General	Trautmann and Co
.. 14	Orixa	Fr sh	937	Bounfay	Hongkong		do	Wm. Pustau and Co
.. 14	Sze-chuen	A. str.	1006	Spencer	Hankow		do	Russell and Co
.. 15	Whampoa	B. str.	115	Batten	Ningpo	.. 14	do	David Sassoon Sons & Co
.. 15	Vulcan	B. str.		Pendleton	Yingtsze		do	Lindsay and Co

* With Mails.

DEPARTURES.

From the anchorage.

Date.	VESSELS.	FLAG & RIG.	Tons	CAPTAIN.	DESTINATION.	CARGO.	DESPATCHED BY
Dec. 9	Loch Leavon Castle	B ship	602	Stewart	London	Tea	Jarvie, Thorburn and Co
.. 9	John Bull	B. bark	248	Hutchison	Amoy	Ballast	A. R. Tilby and Co
.. 9	Jeanie Douglas	B. ship	1160	Donaldson	Calcutta	do	Siemssen and Co
.. 10	Diligentia	B. ship	650	Porter	London	Tea, &c	Johnson and Co
.. 10	Nora Grove	B ship	1001	Bale	Liverpool	Cotton	Hogg Brothers
.. 10	Savoir Faire	B. ship	1396	Melkee	Calcutta	Ballast	Oxford and Co
.. 10	Kiangse	A. str	574	Simmons	Ningpo		Russell and Co
.. 10	Brand	Da. bg	195	Jergensen	Amoy	C'ton, &c	Wm. Pustau and Co
.. 10	Pootung	B. str	83	Houle	Fuchau	do	Byrne and Co
.. 10	Weymouth	B. ship	820	Morris	Calcutta	Ballast	Hogg Brothers
.. 10	Huquong	A str	1339	Johnson	H'kow & Ports		Russell and Co
.. 10	Express	B str	451	Castilla	do		Jardine, Matheson and Co
.. 10	Moyune	A str	1200	Barton	do		Fletcher and Co
.. 10	Pluto	B. str.	27	Preble	C'ta v H'kong	Ballast	Lindsay and Co
.. 12	Henlala	B bark	372	Pease	Hongkong	do	Frazar and Co
.. 12	Herzog Ernst	Bre. bk	321	Plass	do *	C'ton, &c	Olyphant and Co
.. 12	White-hall	B ship	937	James			
.. 12	Emperor	B. str.	106	Hutchison	Ningpo	Sun., &c	Jardine, Matheson and Co
.. 12	Kiangse	A. str.	574	Simmons	do	Opi., &c	Russell and Co
.. 12	Kinkiang	Am str	1065	Taylor	H'kow & Port-		Olyphant and Co
.. 13	Uranus	Ha. bk	228	Petersen	Chefoo	do	Siemssen and Co
.. 13	Ceringa	B. ship	888	Hubbard	Liverpool	C'ton & Tea	Olyphant and Co
.. 13	Whampoa	B. str.	115	Batten	Ningpo	Opium	David Sassoon, Sons and Co
.. 13	Soondet [H I M	g-boat					
.. 14	Will Dayrell	B schr		Darke	Singapore, &c		Dow and Co
.. 14	Elizabeth	B. bark	442	Samson	Swatow	C'ton, &c	A. R. Tilby and Co
.. 14	Ferret	B. bark	243	Brown	Hongkong	Ballast	Russell and Co
.. 14	Pearl	B schr	12.	Wasland	Ningpo	Sugar	Smith, Kennedy and Co
.. 14	Chusan	B str	431	Brown	Nagasaki	Sun., &c	Fletcher and Co
.. 14	Kiangse	A. str	574	Simmons	Ningpo	Opi., &c	Russell and Co
.. 14	Fei-ma	B. str.	121	Buckland	do	do	Moses and Co
.. 14	Mona	B. str.	547	Bourn	Hongkong	Tea, &c	Gibb, Livingston and Co
.. —	Richard	B. bark	250	Hochzuter	do	Ballast	Siemssen and Co
.. 15	Fusi-Yama	B. str	2000	McQueen	H'kow & Ports		Dent and Co
.. 15	Cadiz	B. str.	481	Browne	Hongkong	do	E. Warden, Agent P. and O. Co
.. 15	Whampoa	Br str	115	Batten	Ningpo	Opium	David Sassoon, Sons and Co
.. 15	Fire Queen	B. str		Johnson	Hankow		Lindsay and Co

HULKS.

Name	Commander	Flag	Tons	Agents
Berwick Walls		(Floating Hospital)		
Bethel		British ship	90	Dent and Co
Louisa		British barque	594	Shaw, Brothers and Co
Melbourne		British ship	545	Harbor Master
Ngapuhi		British barque	262	H. I. M.'s Customs
Nimrod		American barque	293	A. L. Freeman
Philip I	Oakman	British barque	400	A. R. Tilby and Co
Pons Ælie	Beaglehole			F. R. Gamwell
Rosa				
Samuel Stoddart				

TUG BOATS PLYING FOR HIRE.

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	63	Augustine Heard and Co
Defiance	Maddison	British steamer	114	A. R. Tilby and Co
Fei Yuen	Erickson	British steamer		Shanghai Tug and Lighter Co
Fokelin	Skene	British steamer	70	Captain Patridge
Hercules	Parks	British steamer		Wheelock and Co
Little Orphan	Benning	American steamer	160	Augustine Heard and Co
Martin White	Parkes	American steamer	100	Frazar and Co
Powerful	Ryder	Ham. steamer	60	Wm. Pustau and Co
Titan	Cooley	British steamer		Smith, Kennedy and Co

SHIPPING IN HARBOUR AND AT WOOSUNG, DECEMBER 17, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Anna	Aug 26	A. str.	63	Blanchard	H. Fogg and Co	Hongkong	Early
Annette	Nov 17	B. str.	559	Jones	Gibb, Livingston and Co	*Laid up*	
Bo-Peep	June 14	Chi. str	73	Cochran			
City of Nantes	Oct 30	B. str.	204	Gibson	Dow and Co		
Confucius	Dec 11	Chi. str		McCaslin		*Laid up*	
Cricket	June 1	A. str.	81	McDonald			
Enterprise		A. str.	107	Draper	H. Fogg and Co		
Faust		B. str.	30		Jardine, Matheson and Co		
Fire Dart	Dec 1	A. str.	420	West	Augustine Heard and Co		
Firefly					Chinese Government	Repairs	
Foh-kien	May 30	B. str.	923	Johnson	Russell and Co		
Formosa	Dec 7	B. str	600	Cates	E. Warden, Agent P. and O. Co		
Gerard	Dec 3	B. str.	401	Quirk	Smith, Kennedy and Co		
Grete		Pru. str	30	Hoffmann	Wm. Pustau and Co		
Island Queen	Nov 18	B. str	129	Sutherland	F. R. Gamwell	*Laid up*	
Kiang-loong	Aug 15	A. str.	945	West	Augustine Heard and Co		
Little Mary	May 21	B. str.			Lamond		
Mandarin	June 27	B. str.	93	Bissen	J. H. Wignall and Co	Fuchau	Early
Mercury	June 28	B. str.		Baynton	Reid and Co		
Monitor	Dec 2	A. str.	183	McCaslin			
Nanzing	Dec 14	B. str.	459	Morrison	Trautmann and Co		

MERCHANT STEAMERS.—*Continued.*

Vessels.	Date of Arrival	Flag & Rig	Tons	Captain.	Consignees.	Destination.	Intended despatch
Nora Creina		B. str.	93	Wilde			
Poushan	July 23	Chi. str		Hoare	Chinese		
Promise	Dec 11	B. str.	598	Bain	Smith, Kennedy and Co		
Rose	June 20	A. str.					
Shandon	May 9	B. str.	114		Moses and Co		
Shoocy-leen	Dec 14	B. str.	402	Mann	Dow and Co	Fuchau	To-day
Sir Harry Parkes	Dec 8	B. str.	541		Shaw, Brothers and Co	Hongkong	21st inst
Sze-chuen	Dec 14	A. str	1006	Spencer	Russell and Co	H'kow & Ports	To-day
Tah-wah	Feb 19	A. str.	145				
Teenchang	Nov 27	B. str.	130	Gulliet	Smith, Kennedy and Co		
Teatlee	Feb 19	A. str.	60	Lowell	Russell and Co		
Vulcan	Dec 2	B. str		Walker	Smith, Kennedy and Co		
Vulcan	Dec 15	Br str		Pendleton	Lindsay and Co		
Wan-Loong-Fei		B. str.	600	Robb	Geo. Barnet and Co		
Ying-tsze-fei	Dec 1	B. str	315	Stocks	Trautmann and Co	F'chau v. N'po	To-day

36 *Steamers.*]

MERCHANT VESSELS.

VESSELS.	Date of Arrival	FLAG RIG.	Tons	CAPTAIN.	CONSIGNEES.	DESTINATION.	Intended despatch
A. Karakowitsch	Oct 31	Hal. bk	258	Corsen	Bourjau, Hubener and Co		
Agamemnon	Oct 14	B. ship	888	Gorge	Russell and Co		
Agnes Holt	Nov 12	B. bark	235	Taylor	Jarvie, Thorburn and Co		
Akindo	Dec 2	B bark	370	Scott	John Thorne	H'dadi, K'gawa	23d inst
Alice	Aug 17	B bark		Rowe	H. B. Cama and Co		
Allandale	Oct 19	B. ship	450	Gray	Lindsay and Co		
Amaranth	Nov 18	Ha. bk	316	Wuhrmann	Siemssen and Co		
Amoy Trader	Sept 3	B. schr	109	Wulbrand	Wm. Pustau and Co		
Andes	Sept 19	B. ship	401				
Anglo Saxon	Sept 30	B. ship	693	Plummer	Smith, Kennedy and Co	London	Early
Anna Helen	Sept 1	B. ship	985	Morris	Bourjau, Hubener and Co	Liverpool	31st inst
Ark	May 21	A. bark	266	Luce	Augustine Heard and Co		
Aurora Australis	Nov 23	B. ship	508	Hays	Shaw, Brothers and Co		
August	Dec 10	Ha. bk	300	Rolfs	Wm. Pustau and Co		
Baltimore	Nov 18	Pru. bk	700	Meyer	Wm. Pustau and Co	Hongkong	24th inst
Baron Kellner	Nov 15	Aus. bk	381	Corich	Siemssen and Co	Hongkong	Early
Beatrice	Sept 21	B. bark	419	Marion	Lindsay and Co		
Bedfordshire	Oct 18	B. bark	298	Pierce	Chapman, King and Co	London	Early
Belle		B. schr	115				
Benvenue	Nov 6	B. bark	414	Keay	Nichol Latimer and Co		
Berlin	Dec 12	Pru. sch	210	Anderson	Russell and Co		
Boqueyran	Dec 4	Fr bk	219	Prager	Wm. Pustau and Co		
Bosworth	Oct 15	B. ship	611	Nicholls	Dow and Co	London	Early
Canadian	Aug 20	B. ship	714	Russell	Turner and Co	London	Imdt
Canvas Back	Sept 5	B. ship	741	Gunderson	Russell and Co		
Castle	Nov 6	Sia. bk		Outleidt	A. R. Tilby and Co		
Catalpa	Aug 15	A. bark	240	Stevens	Allen and Co		
Cathrina	Nov 28	Ha. bk	238	Gram	Clausen Droege and Co		
Celestial	Oct 8	B. ship	401	Robinson	Gibb, Livingston and Co		
Chetah	Nov 26	B. bark	748	Reid	Fletcher and Co		
Chrysolite	Nov 5	B. ship	471	Varian	Johnson and Co		
Clarendon	Dec 14	B. ship	656	King	Smith, Kennedy and Co		
Cleopatra	Dec 12	B schr	199	Young	Dow and Co		
Clio	Dec 14	B. schr	129	Cargyll	Bourjau, Hübener and Co		
Concurrent	July 16	Da. bk	239	Iwersen	Wm. Pustau and Co	Repairs	
Congress	Dec 2	A. ship	821	Drinkwater	E. Warden, Agent P. and O. Co		
Constance	Aug 4	B. bark	554	Smithin	Dadabhoy and Co	Liverpool	Early
Corrine	Nov 14	B. bark	395	Ochiltree	Johnson and Co		
Countess Russell	Aug 12	B. ship	965	Thompson	Oppert and Co	London	Imdt
Courier	Nov 1	B. bark		Le Gros	Geo. Barnet and Co	London	Early
Daisy	Nov 2	B. bark		Collacks	Rehhoff, Vale and Co		
De Hoop	Nov 21	Du. sch	144	Vonduyn	Bourjau, Hübener and Co	Nagasaki	To-day
Diana	Dec 5	B. bark	375	Goch	Frazar and Co	Nagasaki	cld 16 inst
Dolphin	Dec 13	B bark	396	Withers	Dent and Co		
Eastern Chief	Oct 11	B. bark	401	Fraser	Dow and Co		
Edith	Oct 13	B. bark	386	Ogilvie			
Eliza Mary	Dec 6				Byrne and Co		
Ensign	Nov 10	B. bark	486	Black	Dow and Co		
Esmeralda	Nov 23	Nor. sch	213	Beck			
Fairlight	Dec 8	B. ship	583	Bush	Olyphant and Co		
Finella	Oct 20	B ship	448	Murray	Fletcher and Co	New York	Early
Fortunata	Dec 13	Ha bk	250	Mattleson	Gilman and Co		
Gitana	Oct 17	B. ship	1337	Nicholson	D. Khakoo and Co	Liverpool	Early
Haisan	Nov 21	Ha sch	298	Burmeister	Siemssen and Co		
Halcyon		Regent		Kundtsen			
Helena	Dec 3	Da. bk	272	Knoodten	Wm. Pustau and Co		
Her Majesty	Aug 17	B. ship	1112	Seymour	Dadabhoy and Co	Liverpool	Early
Hildesheim	Dec 13	Ha. bk	344	Wilder	Bourjau, Hubener and Co		
Isabella	Sept 14	B. ship	1090	Koller	Allen and Co	Liverpool	Early
J. C. Munro	Oct 19	B ship	612	Wood	Lindsay and Co		
J. W. Seayer	Dec 2	B. bark	260	Snow	Order		
James Miller	Nov 30	A. schr	471	Carbonett	Angel and Co		
James Russell	Aug 24	B. ship	678	Griffith	Hogg Brothers	London	Early
Jane Leech	Nov 15	B. ship	903	Bingham	Smith, Kennedy and Co		
Java	Dec 14	Da bk	344	Hohlman	Captain		
Jeanne & Joseph	Dec 14	Fr bg	149	Fribarren	Buissonnet and Co	Nagasaki	20th inst
John Cobbold	Nov 30	B. bark	220	Worm	Rehhoff, Vale and Co		
John Nicholson	Nov 2	B. ship	685	Heffernan	Jardine, Matheson and Co		
Jubilee	Oct 20	B. ship	764	Grant	Fletcher and Co	London	Early
Julia	Sept 19	Fr bk			Vaucher, Frères		
Kaffir Chief	Sept 12	B. schr	186	James	Order		
Kate Cleather	Nov 9	B bark	372	Johnson	Order		
Kingsan	Nov 18	A ship	450	Wills	B. de Souza	Amoy	cld 14 inst
L'Anversois	Aug 19	Fr bk	320	Sainbulick	Nichol Latimer and Co	Swatow	cld 16 inst
Lady McNaght'n	July 6	B. ship	570		Geo. Barnet and Co		
La Serena	Nov 19	B. bark	330	Beaz	Johnson and Co	Singapore	cld 13 inst
Lieut. Bellot	Nov 23	Fr bk	239	Gourdet	Smith, Kennedy and Co	Hongkong	Early
Lizzie Allen	Nov 19	B. bark	325	Staples	Lindsay and Co	Fuchau	cld 15 inst
Lizzie Boggs	Dec 7	A. bark	449	Dotzer	Augustine Heard and Co		
Locket	Nov 4		615	Topham	Smith, Kennedy and Co		
Looling	Oct 16	Pru bk	240	Dunn	Oxford and Co		
Lord Macauley	Nov 29	B. ship	848	Care	Jardine, Matheson and Co		
Lord Palmerston	Nov 30	B. bark	543	McCready	Angel and Co		
L'Oriental	Nov 5	Fr bk	275		Vaucher, Frères	Hongkong	To-day
Lucy E. Ashby	Nov 19	A. bark	346	Ashby	Dent and Co		
Maggie McLean	Dec 13	B. bark	272	Stewart	Dow and Co		
Mathilde	Nov 28	Ha. bk					
Meta	Nov 22	Da. sch	120	Michelsen	Clausen Droege and Co		
Minerva	Dec 14	Bre. bk	300	Stilliges	Russell and Co		
Morning Star	Dec 12	B. ship	562	Johnston	Frazar and Co		
Nabob	July 6	A. bark	535		Olyphant and Co		
Naomi	Nov 2	B. ship	709	Sayers	Lindsay and Co	London	Early
Niagra	Nov 18	Nor. bk	294	Krefting	Bourjau, Hubener and Co	Hongkong	Early
Nightingale	Dec 7	B. bark	240	Brown	Augustine Heard and Co		
Ocean Jem	Dec 14	B bark	342	Selley	Russell and Co		
Orion	Nov 18	A. ship	1297	Whiting	Russell and Co	Hongkong	cld 12 inst
Orixa	Dec 14	Fr sh	937	Bounfay	Wm. Pustau and Co		
Palmerston	Nov 17	B. bark	391	Millard	Reid and Co		
Princes of Wales	Oct 16	B bark	353	Barron	Fletcher and Co	Montreal	Imdt
Queensbury	Nov 11	B. ship	635	Binnie	A. Ellissen and Co		
Quick	Dec 1	B. brig	220	Vébert	Bourjau, Hubener and Co		
Quivive		B. schr	107	Brown	David Sassoon, Sons and Co		
Resolute	Dec 13	B. ship	634	McGilvery	Gilman and Co		
Rolla	July 3	B. brig	144	Roberts			
Rosella	Dec 2	B. bark	283	Emery	Johnson and Co		
Sailor Home	Aug 31	B ship	1240	Bryant	D. Khakoo and Co	Liverpool	Early
Satsuma	Dec 12	B. bark	218	Glover	Turner and Co	Nagasaki	To-day
Sebastopol	Mar 16	B. ship	934	Lowther		*Laid up*	
Shelbourne	Nov 23	B. bark	372	Lowe	Jardine, Matheson and Co		
Silvia	Oct 17	B ship	1400	Cato	Jalrax Manjee and Co	Liverpool	Early
Sir H. Parkes	Nov 17	B. ship	806	Chapman	Shaw, Brothers and Co		
Sopia	Nov 25	B. bark	686	Whitehill	Bourjau, Hubener and Co		
Spes	Oct 14	B. ship	369	Howleson	Gibb, Livingston and Co	Liverpool	Early
Spirit of Trade	Nov 12	B. bark	523	Simpson	Smith, Kennedy and Co	London	Early
Spirit of the Deep	Aug 21	B. ship	627	Hewitt	Jardine, Matheson and Co	London	Early
Spray of the Ocean	Nov 2	B. ship	805	Slaughter	W. R. Adamson and Co	London	Early
Springwood	Nov 30	B. ship	989	Smythe	Order		
Star Queen	Nov 17	B. ship	769	Shergold	Smith, Kennedy and Co		
Stewart Wortly	Nov 18	B. ship	791	Nicholson	Jardine, Matheson and Co		
Tamerlane	Oct 19	B. ship	761	Hughes	Smith, Kennedy and Co		
Trieste	Nov 21	Aus. bk	333	Protte	Petrocochino and Co		
Tumavo	Nov 30	Aus. bg	250	Sandriella	Order		
Twilight	Nov 18	B. ship	630	McAlley	Frazar and Co		
Valetta	Nov 30	B. bark	386	Dawes	Frazar and Co	Chefoo	To-day
Woodville	Dec 13	B. bark	261	Lawrence			
Yorick	Oct 8	B. ship	1402	More	Fletcher and Co	Liverpool	Early

126 *Vessels.*]